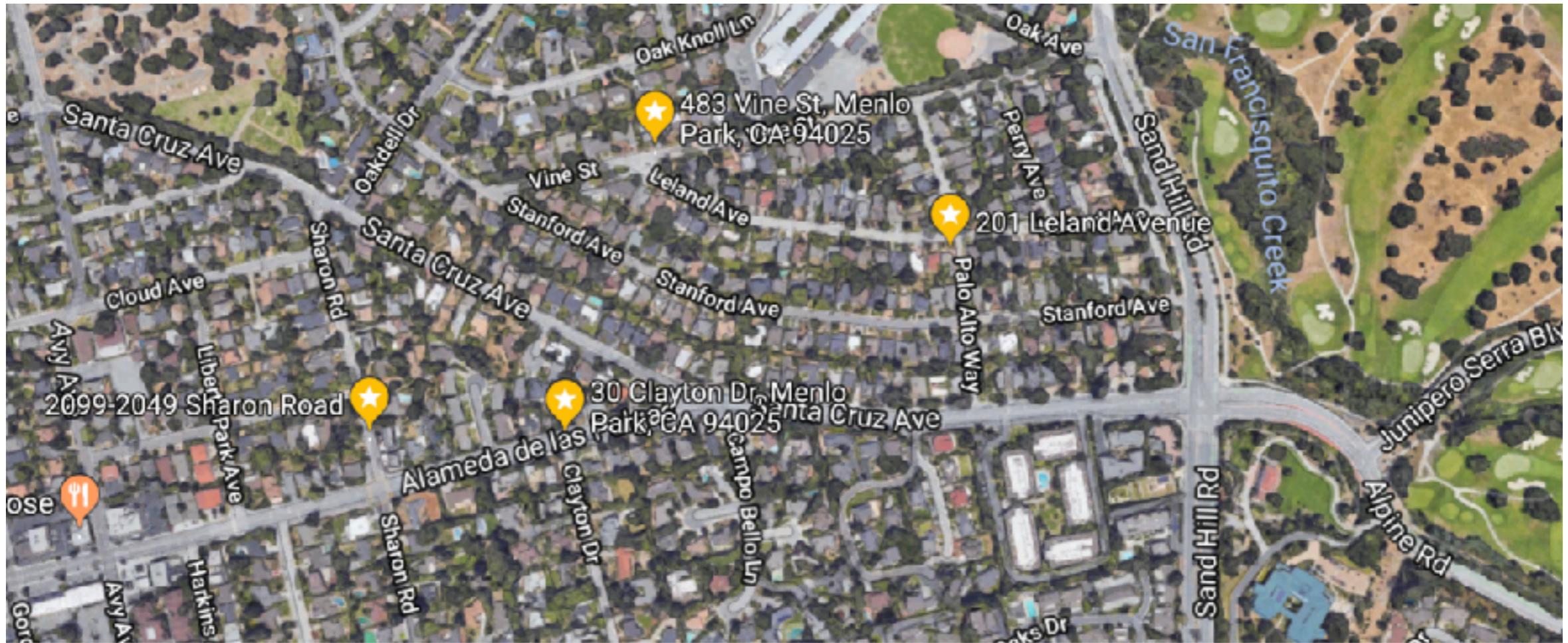


Santa Cruz/Alameda Corridor Safety Task Force

Pedestrian Safety Discussion- March 27, 2018

RATIONALE



*Yellow Stars denote Las Lomitas Elementary School District Bus Stops

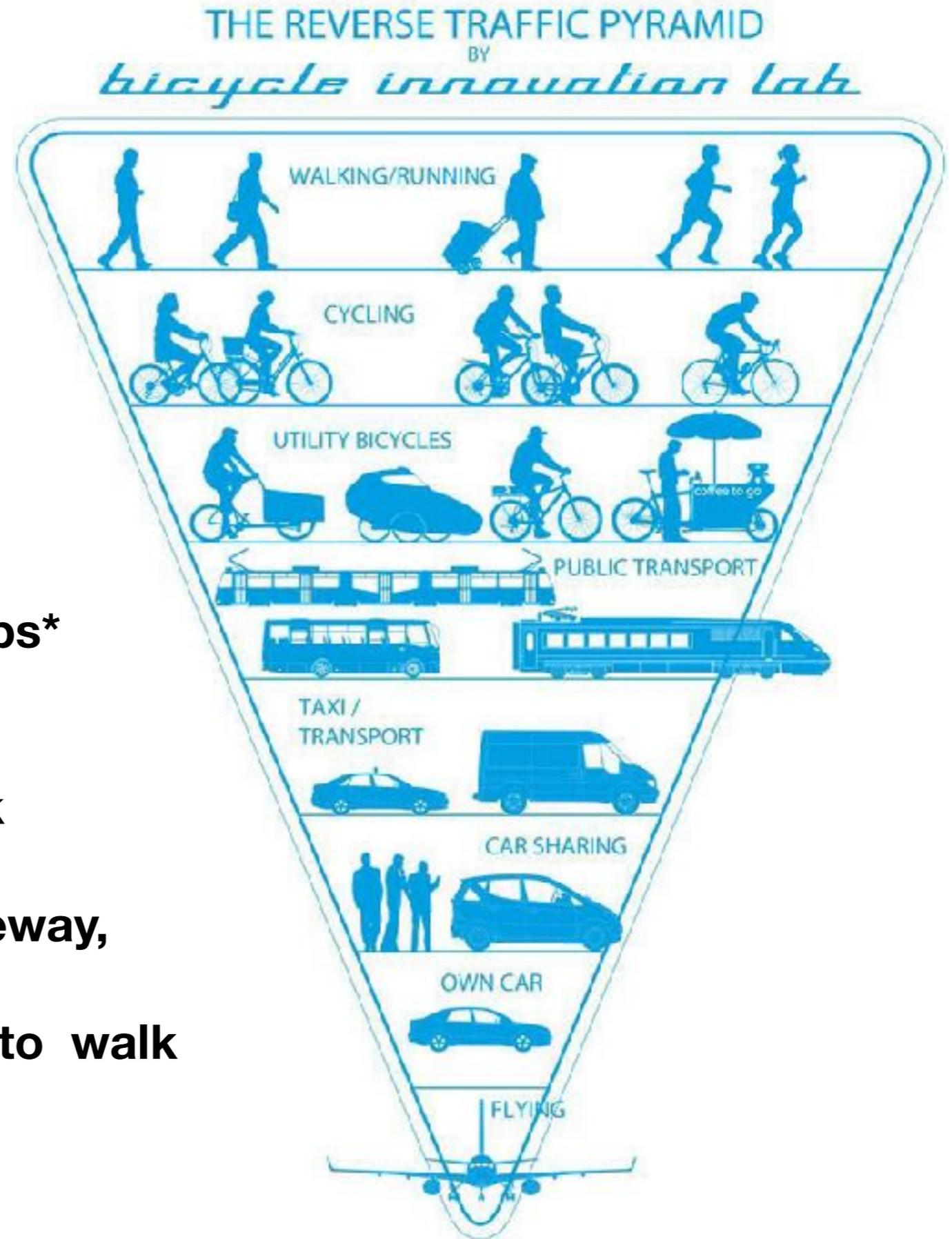
Enhanced Pedestrian Safety is likely a universal desire of Corridor Residents

- **Wide age range of residents (“8-to-80” principle is a good guide)**
- **Pedestrian deaths due to distracted driving are on the rise**
- **Pedestrians are the most vulnerable users of the Corridor**

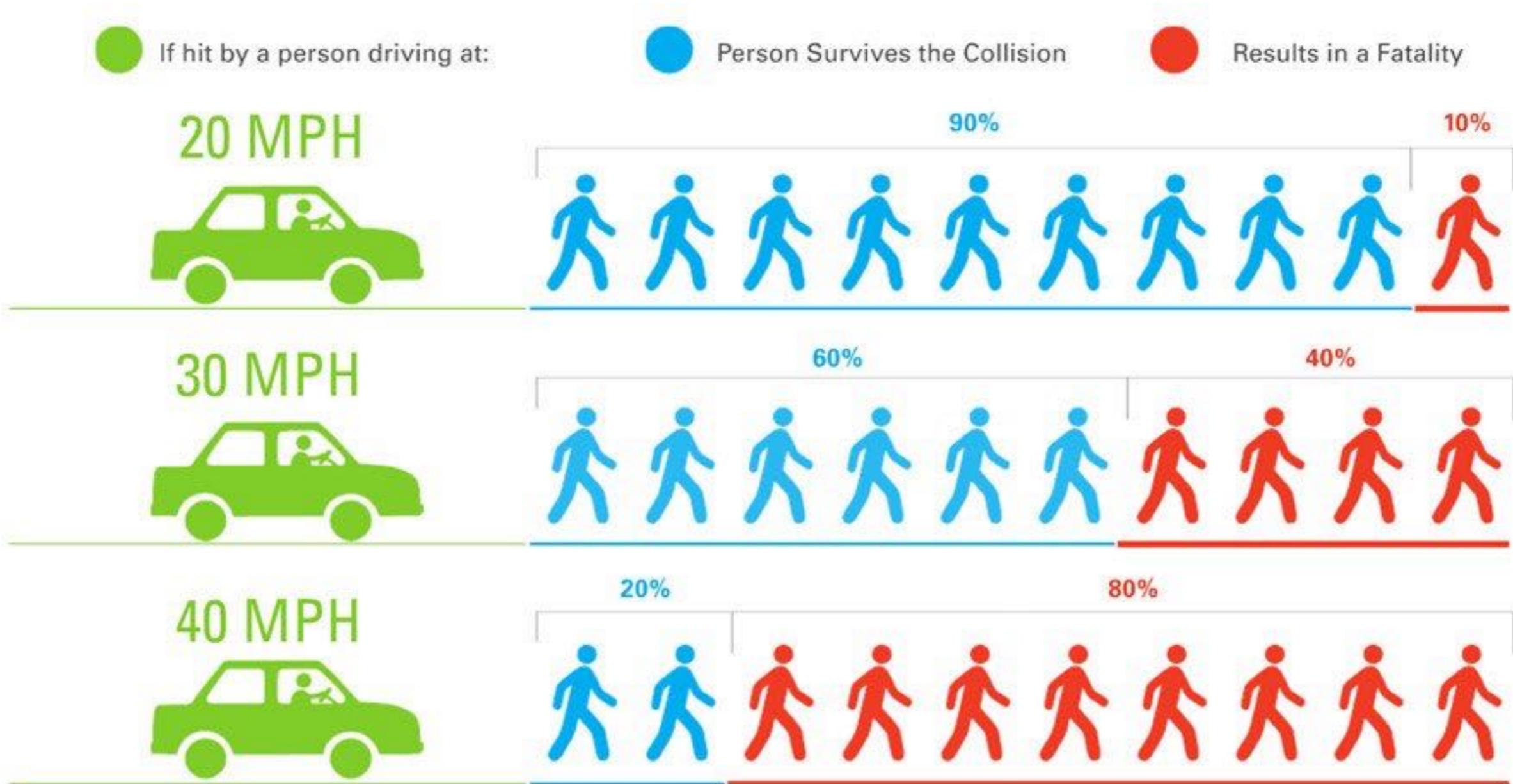
Pedestrians Are the Most Vulnerable Users of the Corridor

- Corridor is used for over 150 school-aged children who need access to La Entrada Middle School or LLESD bus stops*
- Menlo Commons is a senior living community with 120 units
- Families use the Corridor to walk to bus stops, often with strollers
- Corridor used for walking to Safeway, Starbucks, Dutch Goose, etc.
- Many residents use the Corridor to walk dogs, get exercise, and socialize

* data obtained from LLESD Transportation Management



Vehicle Speed Correlates with Pedestrian Fatality Rate



Key Components of Pedestrian Safety

- **DECREASE SPEED OF MOTORISTS**
- **SIDEWALKS**
- **ACCESS TO BUS STOPS**
- **CROSSWALKS**
 - decrease distance to cross
 - create pedestrian refuge
 - adequate visibility of crosswalk/ pedestrian
 - optimize signal prioritization
- **CREATION OF SCHOOL ZONE**



Decrease Speed of Motorists

- **Yay! We are seeing more enforcement of the 25mph speed limit.**
- **We need more than enforcement—we need to look at narrowing the roadway to encourage more careful driving.**
- **Road diet and traffic calming are the next step.**

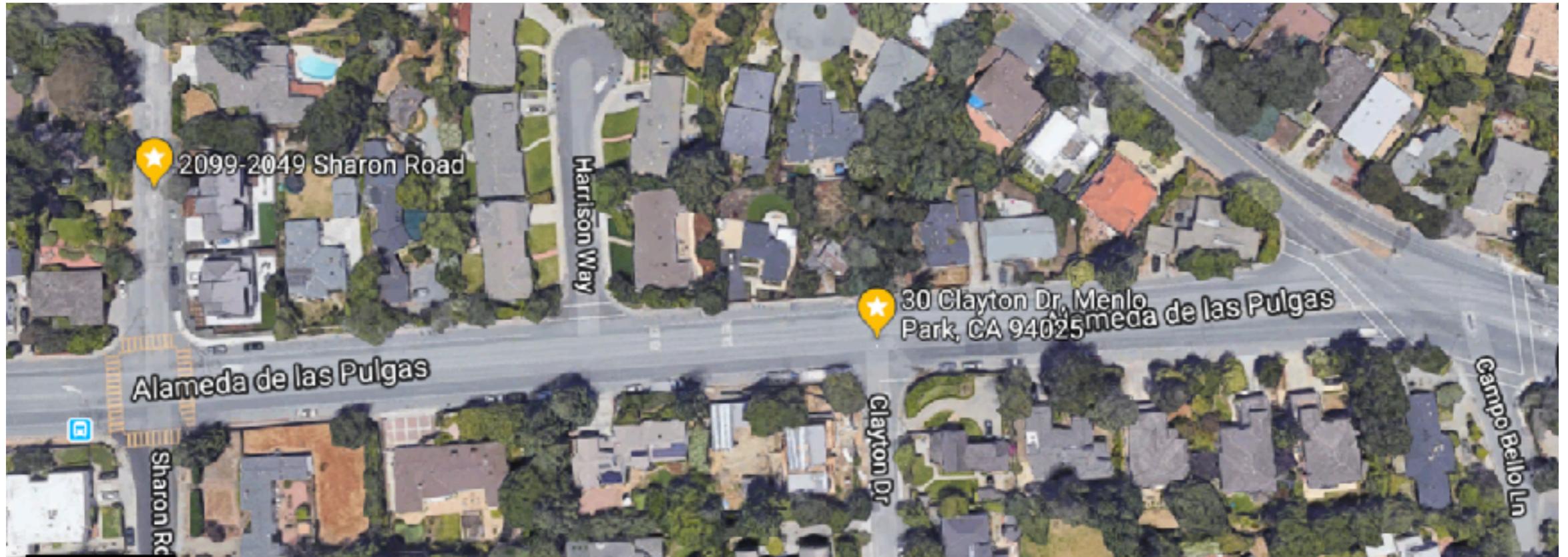
BENEFITS OF A ROAD DIET FOR PEDESTRIANS



- **decreases the distance pedestrians travel across roadway**
- **slows vehicle speed**
- **eliminates jockeying related to merging traffic**
- **with creation of center turn lane on Alameda, there will also be less jockeying of vehicles turning L onto Sharon at this key intersection**



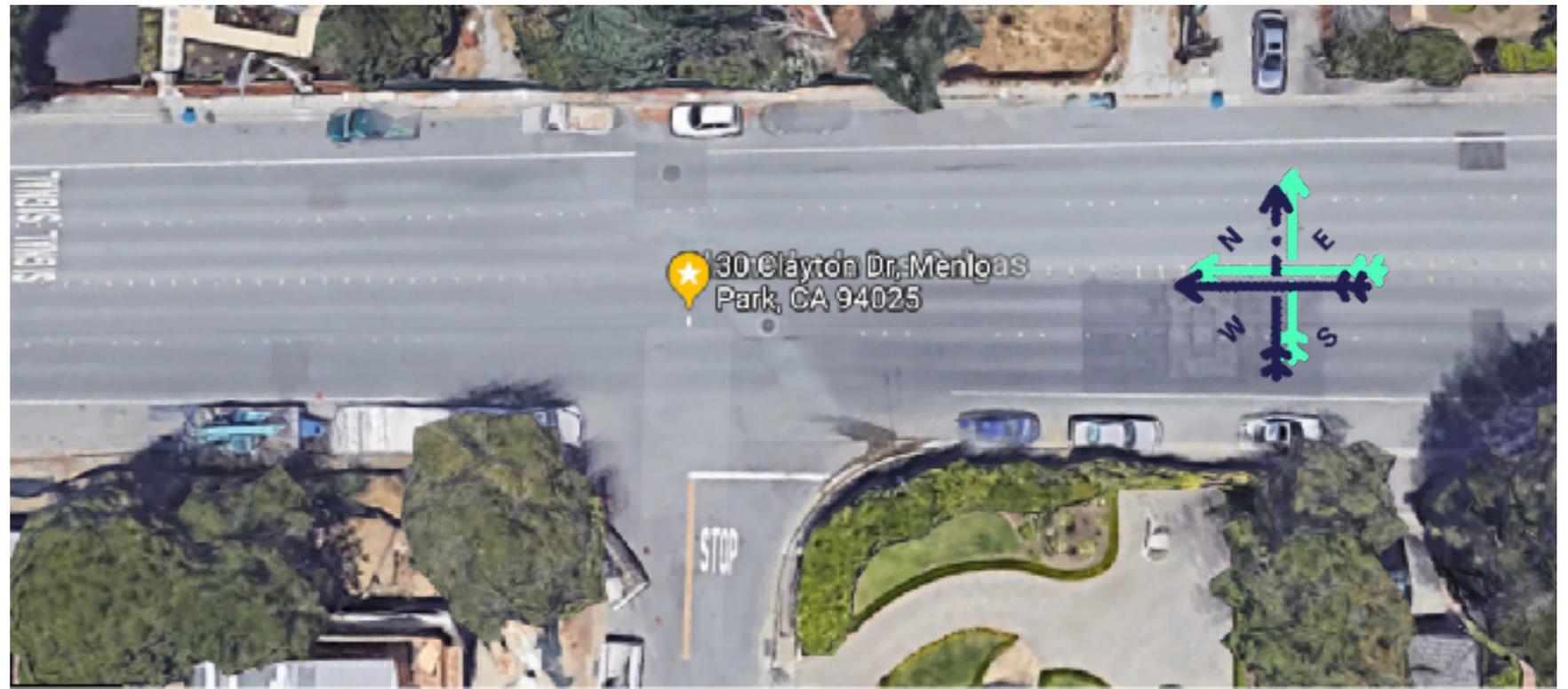
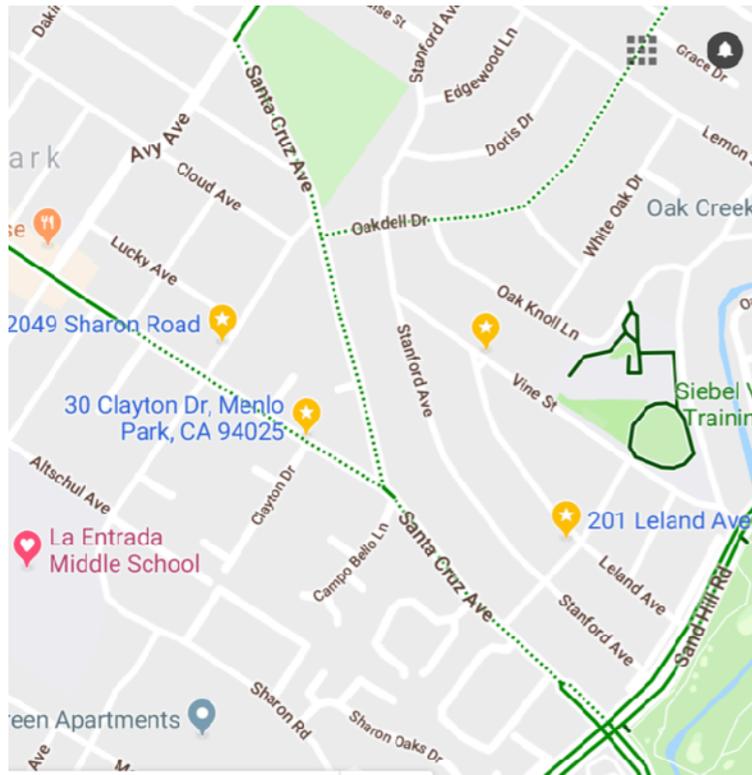
SIDEWALKS



*Yellow Stars denote Las Lomitas Elementary School District Bus Stops

- **need to be ADA-Compliant**
- **need to be throughout Corridor**
- **residents will likely accept other minimal requirements**

ACCESS TO BUS STOPS



*Yellow Stars denote Las Lomas Elementary School District Bus Stops

• ALAMEDA X CLAYTON

- Las Lomas School Bus stop
- A sidewalk is a high priority need to allow for a safe zone for waiting, disembarking

• OTHER BUS STOPS

- Sam Trans Route 87 (stops at Menlo Commons)
- Safeway at Sharon Heights (bus stop for many area students getting to surrounding schools including Sam Trans Route 286 bus to M-A High School)
- Stanford Marguerite Shuttle Stop on Sand Hill Road x Sharon Park Drive

CROSSWALKS

Alameda x Sharon Rd



More Clarification Needed

- **New signal timing has enhanced safety!**
- **It is unclear how removing the north crosswalk will enhance safety. There is a major risk in children continuing to cross on the North side since the school is on North side.**
- **North-bound Alameda merge creates jockeying of vehicles + L turn from Alameda onto Sharon endangers pedestrians**

Questions and Considerations

- **Can a School Zone with signage be created?**
- **What other alternatives are available to Bulb outs at Sharon / Alameda. The narrowness of Sharon limits the ability of buses and fire vehicles negotiate**
- **How else could pedestrian crossing distance be decreased?**

CROSSWALKS

Alameda at the “Y”



Decreased distance across travel lanes is desired to enhance safety

- **reposition angle of crosswalk**
- **remove R turn-only lane from south bound SC to north bound Alameda**
 - **eliminates blind crosswalk which endangers pedestrians**
 - **motorists could be allowed turn R at light**
- **increase center island size to provide pedestrian safety zone**

CROSSWALKS

Santa Cruz “Y”

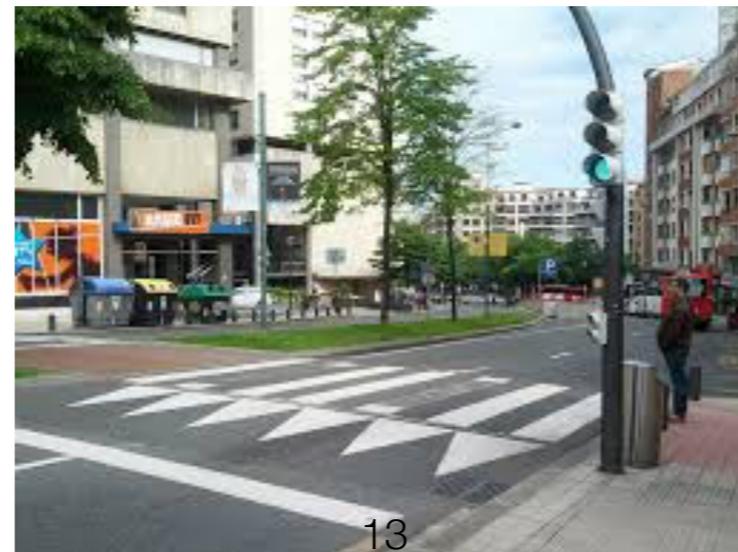
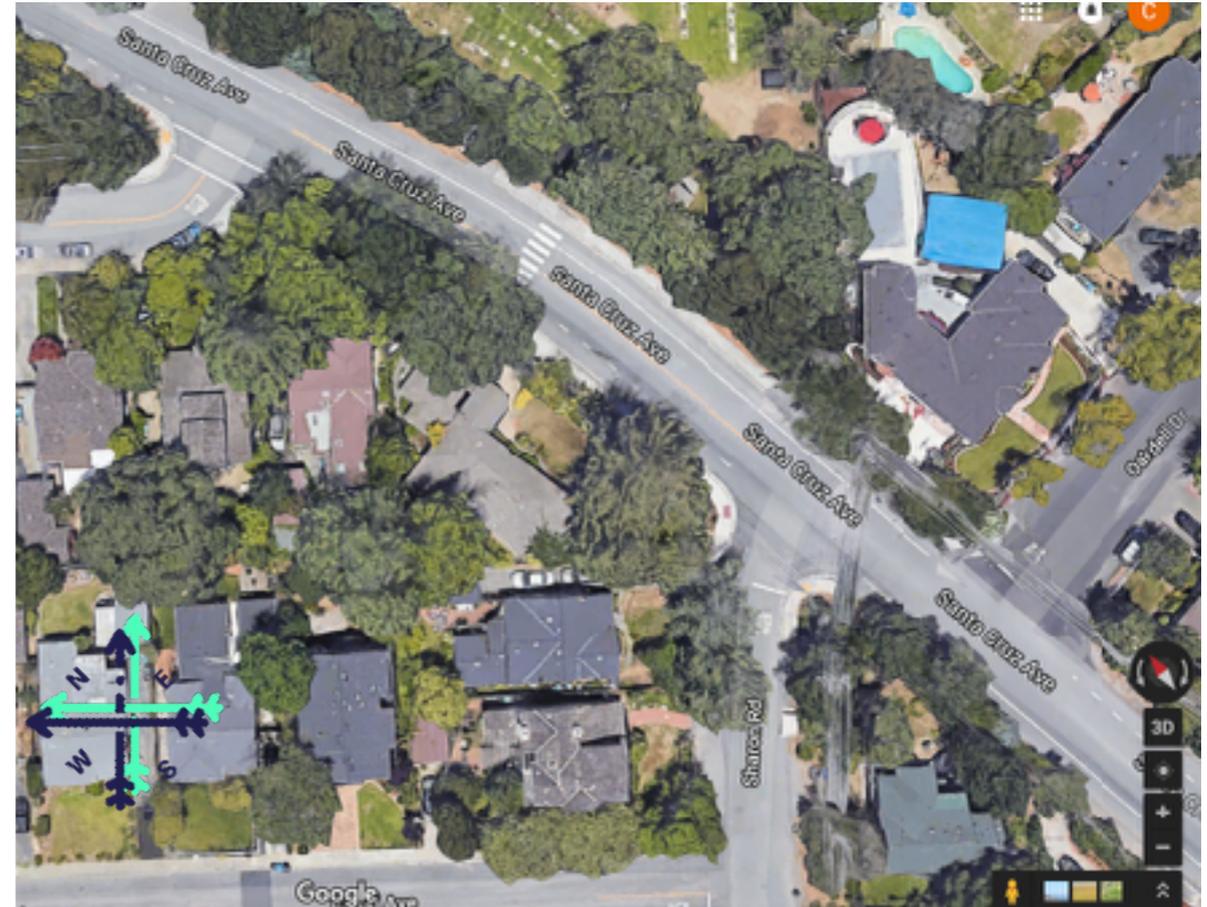


- **completion of northern cross walk here would allow the shortest distance for pedestrians to cross through traffic, much shorter than the current crossing distance at Campo Bello**
- **reposition angle of crosswalks to decrease distance across travel lanes**
- **removal of R turn-only lane from south bound SC to north bound Alameda would decrease crossing distance**
- **need pedestrian-activated lights and signage to stop single vehicle lane going N on Santa Cruz to allow pedestrians to cross**
- **increase center island size to provide safety zone**

CROSSWALKS

Santa Cruz x Sharon Rd

- high speed of motorists is a major issue
- pedestrian-activated lighting and signage to be improved by MP City
- raised crossing may further enhance pedestrian safety



CROSSWALKS

Santa Cruz x Palo Alto Way

- High speed of motorists is a major issue
- long distance across 5 lanes increases chance of pedestrian-motorist collision
- recent stripping has enhanced visibility
- adding a pedestrian-activated light and/or other enhancements is a high priority
- Road diet would decrease crossing distance and speed of motorists
- Road diet merging immediately south of crossing may worsen pedestrian safety



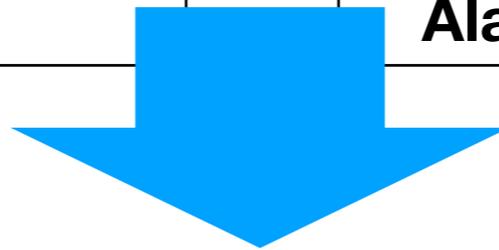
Moving Forward

Long Term

- evaluate feasibility of removing R turn-only lane from south bound SC to north bound Alameda
- evaluate Corridor-wide sidewalks
- evaluate viability of center pedestrian refuges at crosswalks
- evaluate optimization of signal prioritization
- evaluate viability of Road Diet
- evaluate other means of traffic calming
- evaluate complete reconfiguring of the Y
- determine funding sources

Near Term

- evaluate School Zone designation
- evaluate feasibility of pedestrian-activated light placement at Palo Alto Way
- evaluate feasibility of removing R north-bound SC lane at Y to eliminate continuous green light
- evaluate feasibility of extending crosswalk across SC at northern portion of the Y
- enlarge overhead signage along north bound SC to reflect upcoming split of lanes at Y to Alameda-Santa Cruz



**Safety for school children, Safety for pedestrians,
Safety for all!**