RATIONALE

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

- If hit by a person driving at:
  - 20 MPH: 90% Person Survives the Collision, 10% Results in a Fatality
  - 30 MPH: 60% Person Survives the Collision, 40% Results in a Fatality
  - 40 MPH: 20% Person Survives the Collision, 80% Results in a Fatality
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

• need to be ADA-Compliant

• need to be throughout Corridor

• residents will likely accept other minimal requirements
ACCESS TO BUS STOPS

ALAMEDA X CLAYTON

- Las Lomitas 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

*Yellow Stars denote Las Lomitas Elementary School District Bus Stops
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?
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
• 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

<table>
<thead>
<tr>
<th>Long Term</th>
<th>Near Term</th>
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<tbody>
<tr>
<td>• evaluate feasibility of removing R turn-only lane from south bound SC to north bound Alameda</td>
<td>• evaluate School Zone designation</td>
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<tr>
<td>• evaluate Corridor-wide sidewalks</td>
<td>• evaluate feasibility of pedestrian-activated light placement at Palo Alto Way</td>
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<tr>
<td>• evaluate viability of center pedestrian refuges at crosswalks</td>
<td>• evaluate feasibility of removing R north-bound SC lane at Y to eliminate continuous green light</td>
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<tr>
<td>• evaluate optimization of signal prioritization</td>
<td>• evaluate feasibility of extending crosswalk across SC at northern portion of the Y</td>
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<tr>
<td>• evaluate viability of Road Diet</td>
<td>• enlarge overhead signage along north bound SC to reflect upcoming split of lanes at Y to Alameda-Santa Cruz</td>
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<td>• evaluate other means of traffic calming</td>
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<td>• evaluate complete reconfiguring of the Y</td>
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<td>• determine funding sources</td>
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Safety for school children, Safety for pedestrians, Safety for all!