



# AR-1 Pedestrian Safety Study Recommendations and Pedestrian Safety Implementation Plan

September 6, 2022 City Council Meeting





# Overview

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For this evening's discussion, staff will provide an overview of the following topics:

- Background on City's Pedestrian Safety Improvement Responsibilities, including
  - Overview of City Infrastructure
  - Current Traffic Safety Programs
  - Recent Efforts-to-Date
- Summary and Presentation of Initial Pedestrian Safety Study Findings
- Proposed Potential Locations & Improvements
- Phasing and Outreach





# What the Pedestrian Safety Plan...

- Does Do-

- Authorizes staff to prepare a Local Roadway Safety Plan
- Identifies the Traffic Safety Committee as the primary body for review of traffic safety requests
- Develops standards for locations and improvements to address safety concerns
- Directs staff to incorporate priority projects into future CIP Budget for consideration by Council

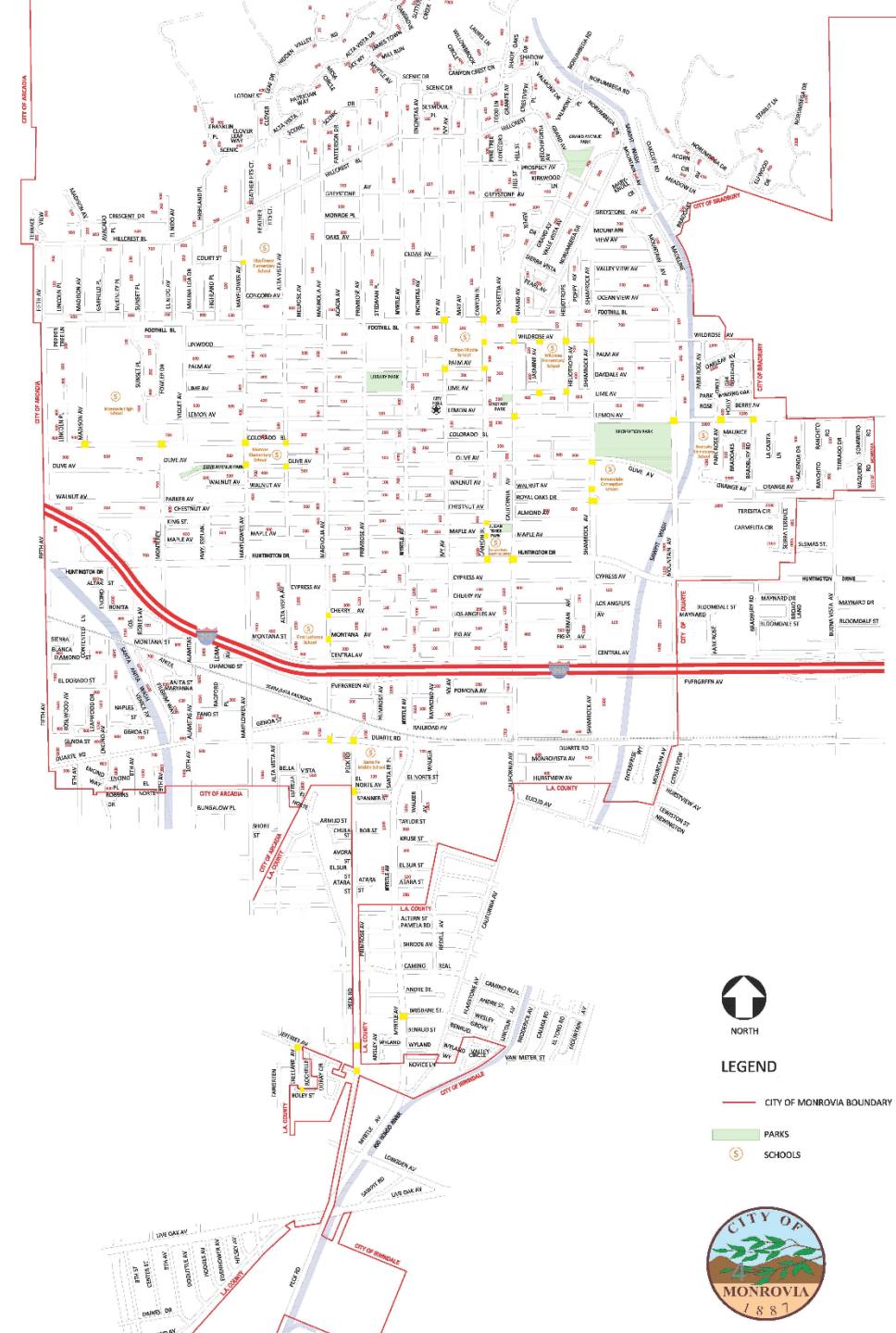
- Does Not Do-

- Authorize spending on projects
- Create a new capital project
- Allow for random picking or selecting of safety improvements



# Background

- The City maintains a complex pedestrian network:
  - 132 miles of sidewalks
  - 10 Old Town Mid-block Crosswalks
  - 41 “Safe Routes to School” locations, designated by yellow crosswalks
  - Numerous marked and unmarked pedestrian street crossings
- The Traffic Safety Committee meets monthly to review traffic safety requests





# Pedestrian Safety Study

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- 2/25/22 Meeting - Council approved preparation of Pedestrian Safety Study to:
  - **Examine the current conditions** at pedestrian crosswalks, including Safe Routes to School crosswalks and Old-Town midblock crosswalks
  - **Create a list of recommendations or “tools”** for City staff to implement into future projects that will improve pedestrian safety
  - **Identify priority locations and improvement** where the City may prioritize workload to be considered in the near future





# Example – Pedestrian Tools in Action

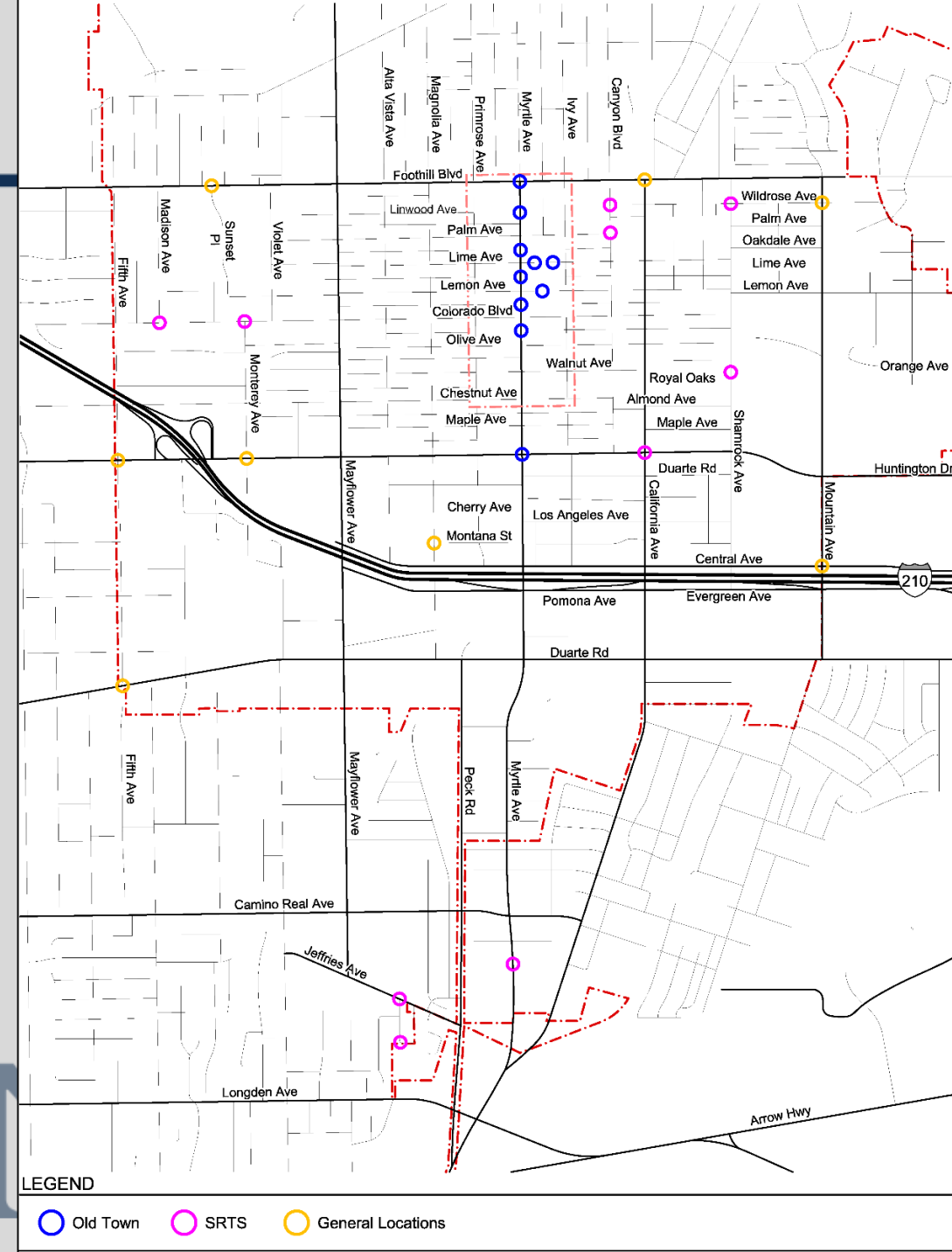


- Areas of greatest concern lack some/all of these features
- Context is key – Find the right tool for the location



# Proposed Priority Locations

- Locations where:
  - Design of the intersection or crossing may create safety concern
  - Pedestrian and/or vehicular volumes are high
  - There is a documented history of pedestrian collisions
- Emphasizes improving uncontrolled crossings
  - Locations with higher chance for high-speed pedestrian/vehicle conflicts
- ADA curb ramps recommended at all locations where they do not meet current standard





# Proposed Priority Improvements

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- At Safe Routes to School Crosswalks
  - High-visibility Crosswalks
  - Pedestrians Signals
  - Temporary Curb Bump Outs
- At Old Town Mid-block Crosswalks
  - Pedestrians Signals
  - Investigate feasibility of temporary curb bump outs at Myrtle Ave south of Foothill
  - Investigate color options for decorative crosswalk to increase visibility
- At Other Locations
  - High Visibility Crosswalks
  - Pedestrian Signals at Uncontrolled Crosswalks
  - Investigate Leading Pedestrian Interval at Traffic Signals







# Priority Location Examples, School Crosswalk Canyon & Palm



High Visibility  
Crosswalk

Pedestrian Signal

Curb Bump Out

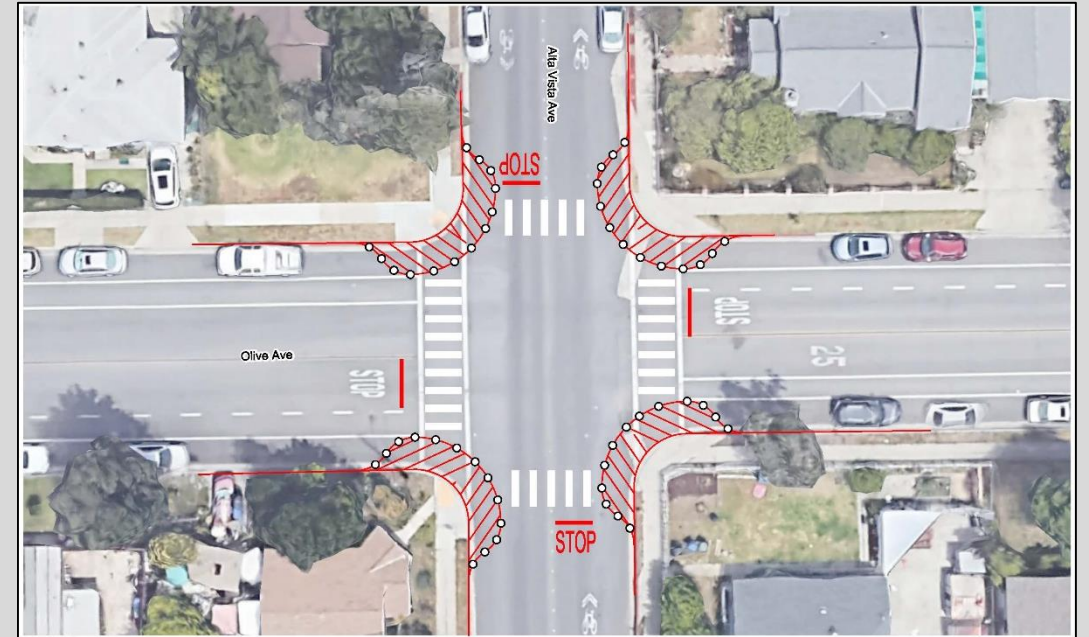


# Priority Improvement Examples

Old Town - At 600 Block of Myrtle



Intersection of Magnolia and Olive





# Community Outreach

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- Pedestrian Safety Study placed on website for public review in mid-July. Staff received 13 comments on the Study, including
  - 7 requests to implement the proposed recommendations and/or priority improvements
  - 4 requests to reduce traffic speeds at specific locations not identified by the plan
  - 1 request to install a pedestrian crosswalk at a trail
  - 1 request to broaden the scope of the study to resolve various maintenance, parking, and code enforcement issues
- Staff presented plan to both MOTAB and Traffic Safety Committee
  - MOTAB recommends approval and installation of Old Town improvements
  - Traffic Safety Committee recommends approval and development of both Neighborhood Pedestrian Safety Program and the Walkability Treatment Standards





# Next Steps

- If the Study is approved, Council is approving the 4 items below-
  1. Direct staff to prepare a Local Roadway Safety Plan, or LRSP
    - A long-term implementation program for pedestrian, bicycle, and vehicle safety improvements
    - A critical tool to unlock state and federal grants for road safety projects (required by CalTRANS)
  2. Formalize Traffic Safety Committee as the primary body for review of traffic safety requests
  3. Direct staff to develop development standards for future pedestrian improvements
  4. Integrate proposed priority improvements into various projects that would be considered in future 5-Year CIP budget in tandem with existing projects
    - Annual Street Paving Project
    - Sidewalk Repair Projects





# Proposed Recommendation

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## **Approve the Pedestrian Safety Study Recommendations and Pedestrian Safety Improvement Plan**

- FY2022-23 CIP includes \$50,000 for completion of this study and Council already set aside a budget of \$545,000 to construct pedestrian safety improvements throughout the City as part of the 5-Year CIP
- Staff will begin work as directed





# Thank You!

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Questions & Comments?

To view the Full Report, [click here](#)

Alex Tachiki

Deputy Director of Administration, Public Works

