



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: DECEMBER 4, 2018

DEPARTMENT: PUBLIC WORKS

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

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**TITLE: REMOVAL OF UNCONTROLLED MARKED CROSSWALK AT
THE INTERSECTION OF EAST ROMIE LANE AND ALAMEDA
AVENUE**

RECOMMENDED MOTION:

A motion to approve a resolution to remove the uncontrolled marked crosswalk located at the intersection of East Romie Lane and Alameda Avenue.

RECOMMENDATION:

It is recommended that the City Council approve a Resolution approving the removal of the uncontrolled marked crosswalk at the intersection of East Romie Lane and Alameda Avenue. The uncontrolled marked crosswalk does not meet the requirements for a marked crosswalk in accordance with the City's Crosswalk policy.

EXECUTITVE SUMMARY:

City of Salinas Public Works plans to restripe the roadway of East Romie Lane from Main Street to Alameda Avenue. The pavement-restripping project required staff to reevaluate the existing crosswalk and determine if preserving the existing uncontrolled crosswalk was warranted. Staff conducted an analysis according to the Salinas Crosswalk Policy Guidelines and recommends the removal of the marked crosswalk at East Romie Lane and Alameda Avenue.

BACKGROUND:

The City of Salinas approved the Salinas Crosswalk Policy (Attachment 2) to prescribe a formal and transparent process for determining when marked crosswalks should be installed. It provides information and criteria to be used when making decisions about where standard crosswalk can be marked; where crosswalks with special treatments, such as high-visibility crosswalks, flashing beacons and other special features, should be employed; and where crosswalks will not be marked due to safety concerns resulting from volume, speed, or sight distance issues.

City of Salinas Public Works plans to restripe the roadways of East Romie Lane from Main Street to Alameda Avenue. The restriping project required staff to reevaluate the existing crosswalk and determine if the existing uncontrolled crosswalk meets the criteria prescribed by the Salinas Crosswalk Policy. Results of two separate studies indicated that roadway and traffic conditions no longer warranted a marked crosswalk. Crossing demand at this location does not satisfy warranting a marked crosswalk and therefore additional crossing enhancements are also not warranted. Marking a crosswalk when no longer warranted or where crossing conditions are not ideal can increase the collision potential at a marked crosswalk.

The uncontrolled crosswalk at East Romie Lane and Alameda Avenue does not meet the crossing demand required for a striped crosswalk. Recent counts indicated a peak 2 hour crossing demand of six (6) pedestrians and secondary counts indicated a peak 2 hour demand of ten (10) pedestrians, whereas forty (40) is the criteria where a crosswalk should be considered. Additionally the uncontrolled crosswalk is located less than 300 feet of signalized location at Wilgart Way where vehicles are required to STOP when pedestrians are crossing. The proximity of the subject crosswalk to the existing controlled crosswalk is also inconsistent with the City's Crosswalk policy. In this case, the City's Crosswalk policy recommends directing pedestrians to the nearest marked or protected crosswalk.

Per California Vehicle Code, a legal crosswalk exists where a sidewalk meets a street, regardless of whether the crosswalk is marked. Pedestrians may legally cross at any crosswalk, except at unmarked locations between signalized crossings, or where crossing is expressly prohibited. The Salinas Crosswalk Policy Guidelines has clear criteria based on speeds and volumes whether or not to mark a crosswalk. These recommendations are based on research findings from Institute of Transportation Engineers (ITE), Transit Cooperative Research Program (TCRP Report 112) and National Cooperative Highway Research Program (NCHRP Report 562) publications. These studies indicate that locations with marked crosswalks have little effect on vehicle speed reductions, but often a more substantial effect in reducing pedestrian attentiveness while crossing.

The City marks crosswalks where the City recommends pedestrians to cross. Based on the City's criteria, the City cannot recommend crossing at this location. Leaving the crosswalk marked indicates the City recommends crossing at this location where conditions no longer meet the City's policy.

Consistent with California Vehicle Code Policy, a 30-day notice has been posted at the crosswalk indicating the consideration for removal. No public comments have been received by City staff at the time of this report.

Traffic and Transportation Commission:

The recommendation for the removal of the uncontrolled marked crosswalk at East Romie Lane and Alameda Avenue was presented to the Traffic and Transportation Commission at its November 2018 meeting. The Commission voted unanimously (7-0) to recommend to Council the removal of the uncontrolled marked crosswalk at East Romie Lane and Alameda Avenue based on the City's crosswalk policy.

CEQA CONSIDERATION:

Removal of an uncontrolled marked crosswalk on City street is exempt under CEQA 15301, Class 1(c) since the actions consists of operation and minor alteration of an existing City street.

STRATEGIC PLAN INITIATIVE:

This action supports the Council’s initiative of “Safe, Livable Community” and “Well Planned City and Excellent Infrastructure” by removing the uncontrolled marked crosswalk at East Romie Lane and Alameda Avenue.

DEPARTMENTAL COORDINATION:

The Public Works Department regularly works with the Police Department traffic unit for enforcement of compliance at crosswalk locations.

FISCAL AND SUSTAINABILITY IMPACT:

There is no additional cost to remove the uncontrolled marked crosswalk. The removal will occur during pavement restriping, which is currently scheduled at this location. When the roadway is restriped these crosswalk will not be replaced.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: City of Salinas Crosswalk Policy Guidelines

Attachment 3: Crossing Study at East Romie Lane and Alameda Avenue

Attachment 4: Draft Re-striping Plans