



## **CITY OF SALINAS**

# **TRAFFIC & TRANSPORTATION COMMISSION STAFF REPORT**

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**DATE:** FEBRUARY 13, 2020

**DEPARTMENT:** PUBLIC WORKS, TRAFFIC AND TRANSPORTATION DIVISION

**FROM:** ANDREW EASTERLING, TRAFFIC ENGINEER

**TITLE:** UNCONTROLLED MARKED CROSSWALK REMOVAL AT BLANCO ROAD AND PADRE DRIVE

### **RECOMMENDED MOTION:**

A motion recommending an uncontrolled marked crosswalk removal at the intersection of Blanco Road and Padre Drive in accordance with the City Crosswalk Policy.

### **RECOMMENDATION:**

Staff recommends the removal of the uncontrolled marked crosswalk at the intersection of Blanco Road and Padre Drive.

### **BACKGROUND:**

The City of Salinas, with recommendation from the Traffic and Transportation Commission, adopted Crosswalk Policy Guidelines (Attachment 1) to prescribe a formal and transparent process for consideration of marked crosswalks. It provides information to be used when making decisions about where standard crosswalk should 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.

The City will be resurfacing Blanco Road this year. City staff is developing the striping plans for the road resurfaced road to ensure everything meets existing design standards. After evaluating the marked crosswalk across Blanco Road at the intersection with Padre Drive, staff is recommending that crosswalk markings be removed in accordance with the city crosswalk policy. Removing the markings does not prohibit pedestrians from crossing and in fact the intersection will remain a legal unmarked crosswalk.

A marked crosswalk generally serves two purposes: 1) to indicate to the pedestrian where the ideal place to cross is; and 2) to alert drivers that this location is where pedestrians are expected to cross. Blanco Road is a high speed multi-lane road, and it is not an ideal place to cross. Secondly if crossing demand is low and drivers do not regularly see pedestrians crossing at this location. The credibility of the marked crosswalk is reduced as drivers do not see a correlation between the

markings and pedestrians. This not only makes this location slightly more dangerous it also diminishes the effectiveness of all other crosswalks throughout the City. Over-use of traffic control devices diminishes the effectiveness. This crosswalk fails to meet both fundamental reasons for marking a crosswalk.

Data suggests that removing the crosswalk marking will reduce the likelihood of a pedestrian/vehicle collision. At speeds of 45mph crosswalk markings does very little to alert drivers of potential pedestrian crossings without additional measures. However, studies have found that basic looking behavior and pedestrian attentiveness decrease while crossing in a marked crosswalk versus an unmarked crosswalk. A review of collision rates per crossing in marked versus unmarked crosswalks of similar types of streets you would find that pedestrians are more likely to be in crash if the crosswalk was marked rather than unmarked.

The resurfacing project is budgeted and scoped only for resurfacing the roadway. Additional countermeasures to enhance a marked crosswalk is not included in the scope and budget. Furthermore, without sufficient crossing demand the crosswalk policy recommends the removal of the marked crosswalk. The intersection will remain a legal crossing per the California Vehicle Code without the crosswalk markings, however if pedestrians wish to cross in a marked crosswalk, the intersection at South Main Street and Blanco Road is approximately 600 feet away provides a controlled crossing where pedestrians are given their turn at the intersection and vehicles are required to stop during the pedestrian phase.

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

#### 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 by removing the uncontrolled marked crosswalk at said locations.

#### FISCAL AND SUSTAINABILITY IMPACT:

There is no cost to remove the marked crosswalk. The removal will occur during pavement restriping, which is currently planned and budgeted. When the roadway is restriped these crosswalk will not be replaced.

#### ATTACHMENTS:

Attachment 1: City of Salinas Crosswalk Policy Guidelines

Attachment 2: Crossing Study at Blanco Road and Padre Drive