



## **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:** REMOVAL OF UNCONTROLLED MARKED CROSSWALKS AT  
EAST ROSSI STREET AND BRIDGE STREET AND EAST ROSSI  
STREET AND TOM O WONG WAY

#### RECOMMENDED MOTION:

A motion recommending to the City Council the removal of the uncontrolled marked crosswalk at the intersections of East Rossi Street and Bridge Street and East Rossi Street and Tom O Wong Way.

#### RECOMMENDATION:

Recommend to the City Council the removal of the uncontrolled marked crosswalks at the intersections of East Rossi Street and Bridge Street and East Rossi Street and Tom O Wong Way.

#### BACKGROUND:

The City of Salinas 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 crosswalks 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 East Rossi Street this year. City staff is developing the striping plans for the road resurfaced road to ensure everything meets existing design and safety standards. After evaluating three uncontrolled marked crosswalks staff is recommending that crosswalk markings be removed. Removing the markings does not prohibit pedestrians from crossing in fact the intersection will remain a legal unmarked crosswalk.

The City's crosswalk policy and the California Manual of Uniform Traffic Control Devices both prescribe a process for determining when to mark a crosswalk. A crosswalks must have sufficient crossing demand, 20 pedestrians crossing at the location per hour in any two hours, not necessarily consecutive. The crosswalk must be at least 300 feet away from the nearest appropriately marked crosswalk or protected crosswalk. The crosswalk should also provide adequate sight lines so that

drives can feasibly stop in time. If all of these conditions are met and a marked crosswalk is determined to be appropriate, engineering judgement shall also be applied to determine if other treatments are necessary.

All of the uncontrolled crosswalks on East Rossi Street fail to meet these criteria. Two of the crosswalks are less than 300 feet from the nearest intersection and therefore should be removed. The third crosswalk is approximately 300 feet from the intersection and fails to meet the crossing demand criteria. Furthermore, the area north of Rossi Street includes a PG&E substation with restricted access and a commercial area at the corner of Main Street and Rossi. The commercial area can be safely and conveniently accessed from the controlled intersection at Main Street and Rossi Street. Lastly, the Traffic and Transportation Commission supported the East Rossi Safe Streets Pilot Project which proposes safety enhancements including the removal of these marked crosswalks, buffered bike lanes, and improvements at the controlled crosswalks.

These intersections 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 the controlled crosswalks at Main Street or Sherwood Street which are approximately 300 feet or less from the three crossings.

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 on East Rossi Street