

# City of Calistoga

## Staff Report

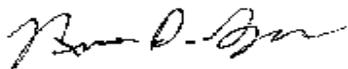
**TO:** Honorable Mayor and City Council  
**FROM:** Michael Kirn, Public Works Director/City Engineer  
**DATE:** February 18, 2014  
**SUBJECT:** Consideration of installing a marked crosswalk at First and Washington Streets

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**APPROVAL FOR FORWARDING:**




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Richard D. Spitler, City Manager

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**ISSUE:**

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3 Consideration of Directing Staff to Install a Marked Crosswalk at First and Washington  
4 Streets.

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6 **RECOMMENDATION:**

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8 That the Council provide direction to staff on installing a marked crosswalk at First and  
9 Washington Streets.

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11 **BACKGROUND/DISCUSSION:**

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13 Staff has been asked to investigate the placement of crosswalk markings at the  
14 intersection of First and Washington Streets.

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16 The California Vehicle Code recognizes all intersections, whether marked or unmarked,  
17 as legal crosswalks unless they are specifically signed as "Not a Pedestrian Crossing".  
18 There are varying degrees of opinion on whether or not installing crosswalk markings  
19 improves pedestrian safety.

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21 One school of thought is that by installing crosswalk markings the motorist is provided  
22 constructive notice that pedestrians are likely to be present. Alternately, a pedestrian

23 may be provided a false sense of security that motorist will yield to pedestrians and are  
24 therefore more likely to enter the street without looking for oncoming traffic.  
25 A 2005 report issued by the Federal Highway Administration concluded the following:  
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27 *The study results revealed that under no condition was the presence of a marked*  
28 *crosswalk alone at an uncontrolled location associated with a significantly lower*  
29 *pedestrian crash rate compared to an unmarked crosswalk. Furthermore, on multilane*  
30 *roads with traffic volumes greater than 12,000 vehicles per day, having a marked*  
31 *crosswalk was associated with a higher pedestrian crash rate (after controlling for other*  
32 *site factors) compared to an unmarked crosswalk. Therefore, adding marked*  
33 *crosswalks alone (i.e., with no engineering, enforcement, or education enhancement) is*  
34 *not expected to reduce pedestrian crashes for any of the conditions included in the*  
35 *study. On many roadways, particularly multilane and high-speed crossing locations,*  
36 *more substantial improvements often are needed for safer pedestrian crossings, such*  
37 *as providing raised medians, installing traffic signals (with pedestrian signals) when*  
38 *warranted, implementing speed-reducing measures, and/or other practices. In addition,*  
39 *development patterns that reduce the speed and number of multilane roads should be*  
40 *encouraged.*

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42 Staff has reviewed the accident history at this location and could not find any record of  
43 pedestrian verses vehicle incidents. However, with the conversion of the Farmers  
44 Market to year round, there is increased pedestrian activity at this location on  
45 weekends. Staff has identified four alternatives and is seeking Council direction.  
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47 **Do Nothing:**

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49 This alternative would keep the status quo.  
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51 **Install a Crosswalk at City Hall**

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53 This alternative would install a crosswalk on the City Hall side of the intersection. This  
54 alternative would require the installation of an ADA compliant ramp in front of the Police  
55 Department and would eliminate one on-street parking space. There are several  
56 underground utility vaults, a street light and storm drain inlet that would need to be  
57 relocated. The estimated cost for these relocations and ADA ramp installation is in  
58 excess of \$40,000.  
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60 **Install a Crosswalk at Roman Spa**

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62 This alternative would install a crosswalk on the Roma Spa side of the intersection.  
63 This alternative would require the installation of an ADA compliant ramp in front of the  
64 public parking lot and reconstruction of the existing ramp at the Roman Spa corner.

65 One on-street parking space would be eliminated. Reconstruction of the ADA ramp at  
66 the Roman Spa corner will require relocation of the Roman Spa sign, relocation of the  
67 existing storm drain inlet and acquisition of additional right of way. A small amount of  
68 connecting sidewalk would also be required. The estimated cost for this alternative is in  
69 excess of \$50,000.

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71 **Install a Crosswalk North of Roman Spa**

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73 This alternative would install a crosswalk approximately 75' north of the Roman Spa  
74 intersection. This alternative would require the installation of two ADA compliant ramps  
75 and would eliminate two on-street parking spaces. Removal of landscaping on the  
76 Roman Spa side of Washington would be required as well as two small connecting  
77 sidewalks. The estimated cost for this alternative is approximately \$20,000.

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79 Staff is seeking Council direction on which alternative to pursue.

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Attachment 1

