

August 3, 2022

To: Mayor and Members of City Council 202201566  
From: John P. Curp, Interim City Manager  
Subject: ATTENTION-GETTING DEVICES FOR CROSSWALKS

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Reference Document #202201023

The Council at its session on May 4, 2022 referred the following item for review and report.

MOTION, dated 4/18/2022, submitted by Councilmember Kearney, WE MOVE that the Department of Transportation and Engineering provide a REPORT on suggestions and costs to provide attention-getting devices such as lights for crosswalks that exist on heavily travelled streets.

The following report by the Department of Transportation and Engineering (DOTE) details the department's approach to attention getting crosswalks on heavily travelled streets.

BACKGROUND

DOTE has installed several types of attention-getting devices at crosswalks and has not found these devices to be successful in increasing yielding behavior. Based on local experience and conversations with peer cities, many motorists are simply choosing not to yield, and lack of visibility isn't an issue.

When a community council submits a priority concern related to traffic not yielding at a crosswalk, DOTE typically considers the use of two traffic calming tools: curb extensions and speed cushions. If a street is signed to allow 24 hour on-street parking, curb extensions can be installed to physically narrow the street, which often results in slower driving speeds. Curb extensions can be constructed of various materials ranging in cost from \$10,000 - \$100,000.

Another option is to install speed cushions adjacent to the crosswalk, which forces motorists to slow down to the posted speed limit. Speed cushions can be constructed of various materials and cost approximately \$40,000 for a street with 4 travel lanes.

SUMMARY

DOTE will continue to work with community councils to target pedestrian safety hot spots. When crosswalk yielding is a concern at a priority location, DOTE will investigate the use of curb extensions and speed cushions to calm traffic at the crosswalk.

cc: John S. Brazina, Director, Transportation and Engineering