

Consolidated Response to Grand Jury Report

Report Title: **2.1 Crosswalks**

Report Date: **June 2, 2014**

Response by: **Willits City Council and Rod Wilburn, Director, Public Works, City of Willits**

Findings

I (we) agree with the findings numbered: **1, 2, 4, and 7**

I (we) disagree wholly or partially with the findings numbered: **3, 5, and 6**

Attach a statement specifying the findings or portions of the findings that are disputed, and include an explanation of the reasons therefor.

Recommendations

Recommendations numbered **xxx** have been implemented.

Attach a statement describing the implement actions.

Recommendations numbered **xxx** have not yet been implemented, but will be implemented in the future.

Attach a statement with the schedule for implementation(s).

Recommendations numbered **xxx** require further analysis.

Attach an explanation, and the scope and parameters of the analyses or studies, and a timeframe for the matter to be prepared for discussion by the officer or head of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the grand jury report.

Recommendations numbered **R1, R2, R3, R4, R5 and R7** will not be implemented because they are not warranted or are not reasonable.

Attach an explanation.

Signature:  Date: 9/11/14

Signature:  Date: 9/11/14

Number of pages attached: 3

Statements specifying the recommendations or portions of findings that are disputed and explanation of the reasons therefor.

“R1. Crosswalks within any governmental jurisdiction have the same visual look although they may be painted in different colors to designate proximity to schools.”

All intersections and crosswalks are evaluated individually at the time of striping. The “visual look” of these crosswalks will vary based on location, traffic volumes, pedestrian safety concerns, traffic speed, etc. Residential intersections may only require two parallel white stripes as compared to uncontrolled, major arterial intersections which may require ladder style crosswalk markings. These evaluations and subsequent recommendations are performed and prepared by qualified professionals such as Professional Civil Engineers and Traffic Engineers.

“R2. If even one crosswalk at an intersection is designated by markings, then all possible ways to cross that intersection should be painted and marked.”

The explanation for no implementing this recommendation is similar to that for **R1** with the addition of physical constraints. At a given intersection, primarily at “T” intersections, there are potentially physical improvements such as driveways, fire hydrants, utility poles, etc. that make a safe pedestrian crossing impossible.

“R3. Crosswalks be made as visible as possible to drivers and crosswalks be marked by centerline signage to indicate the presence of crosswalks as resources become available.”

Until this is a regulatory requirement the City of Willits will not implement this recommendation. There is not enough data available to support a program geared towards providing all crosswalks with centerline signage. Such a program would be costly and require additional staff resources to install, monitor and maintain.

***“R4. Center line signage installation be prioritized as follows:
(F1, F2, F3, F5, F7)***

- ***School mid-street crosswalks***
- ***School intersection crosswalks***
- ***Other mid-street crosswalks***
- ***Intersections without stop signs***
- ***Intersections with stop signs***
- ***Light-controlled intersections”***

Same as the explanation for **R3**.

“R5. Timing of traffic lights be evaluate and adjusted regularly at intersections with high pedestrian traffic by the responsible agency.”

The timing of traffic lights within the City of Willits is managed by Caltrans.

Statements specifying the findings or portions of findings that are disputed and explanation of the reasons therefor.

“F3. Pedestrian assumption that a crosswalk is safe is not true.”

I (we) disagree wholly or partially with this finding. This statement generalizes what pedestrians think about crosswalks and how it relates to their safety. The premise of the finding is that crosswalks are not safe and we do not have enough information to support this claim.

“F5. The lack of consistent or visible signage in many locations contributes to unsafe crosswalks.”

I (we) disagree wholly or partially with this finding. The visible signage requirements vary by location and application. Proper signage is installed in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD) and the California Vehicle Code (CVC). The variations in location and application make consistent signage throughout a municipality an unachievable goal. This premise of this finding is that crosswalks are not safe and that the lack of consistent signage contributes to that condition. I (we) do not have enough information to support this claim.

“F6. The default timing of traffic lights is insufficient for safe crossing in crosswalks especially for physically challenged, elderly, and very young pedestrians.”

I (we) disagree wholly or partially with this finding. The traffic lights in the City of Willits are within the California Department of Transportation (Caltrans) right-of-way and are operated and maintained by Caltrans. It is assumed that the time allowed for pedestrians to cross certain streets is based on the California MUTCD standards and meets the Federal Highway Administration (FHWA) requirements set forth in the FHWA Traffic Signal Timing Manual. These calculations are performed by Caltrans and I (we) do not have enough information to support this claim.

“R7. Crosswalks be made more recognizable and visible to drivers by installing consistent signage with a distinguishable and noticeable color.”

All intersections, crosswalks and signage are evaluated individually at the time of striping. The “visual look” of these crosswalks will vary based on location, traffic volumes, pedestrian safety concerns, traffic speed, etc. These evaluations and subsequent recommendations are performed and prepared by qualified professionals such as Professional Civil Engineers and Traffic Engineers.