

RESOLUTION NO. T-00-019

RESOLUTION ADOPTING THE CITY OF DIXON
CROSSWALK STANDARD POLICY

WHEREAS, California Vehicle Code Section 21106(a) and City Code Section 15.31 allow the City Council of the City of Dixon to establish marked locations crosswalks within the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DIXON, that the City of Dixon Crosswalk Standard Policy is hereby established attached as Exhibit A.

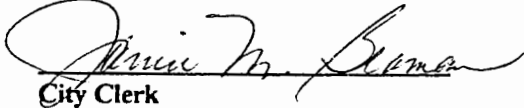
PASSED AND ADOPTED THIS 8th DAY OF FEBRUARY, 2000, BY THE FOLLOWING VOTE:

AYES: Courville, Hughes, Manson, Vega, Erickson

NOES: None

ABSENT: None

ATTEST:


City Clerk


Mayor

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DATE: FEB - 8 2000

EXHIBIT A

**City of Dixon
Crosswalk Standard Policy**

The California Vehicle Code (CVC Section 275) states that a pedestrian crossing exists at all intersections unless prohibited by signs. Some of these crosswalks are marked with painted lines, but most of them are not. Crosswalk markings serve primarily to guide pedestrians into the proper or safest path. Pedestrian crosswalk markings shall not be used indiscriminately, as their presence can be detrimental to pedestrian safety. In some cases, pedestrians can be given a false sense of security due to the prominent appearance of the crosswalk to the pedestrian, resulting in a lack of caution. The crosswalk markings may not be readily apparent to the driver from a safe stopping distance.

The City of Dixon recommends crosswalk markings only at those locations where there is a concentration of pedestrians crossing and the placement of such markings are deemed necessary to reduce potential vehicular-pedestrian conflicts. In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device rather than a safety device. The following factors should be considered in determining whether a marked crosswalk should be used:

1. Vehicle approach speeds from both directions.
2. Vehicular volume and density.
3. Vehicular turning movements.
4. Pedestrian volumes.
5. Roadway width.
6. Day and night visibility by both pedestrians and motorists.
7. Channelization is desirable to clarify pedestrian routes for sighted or sight-impaired pedestrians.
8. Discouragement of pedestrian use of undesirable routes.
9. Consistency with markings at adjacent intersections or within the same intersection.

Crosswalks are not recommended at mid-block locations unless special conditions exist, such as nearest access to school grounds. Crosswalks will not generally be installed at four-way stops except at the intersection of two arterials, an arterial and collector street or on a pedestrian travelway leading to an adjacent public facility such as a park, library, or other recreational/meeting facility. Crosswalk design should be in accordance with Section 6-02.12 of the California Department of Transportation Traffic Manual. Whenever possible, 10 foot wide crosswalks shall be used. Crosswalk marking shall be white in color except those crosswalks governed by California Vehicle Code Section 21368.

It should be kept in mind that the indiscriminate use of such markings could conceivably increase the accident potential by creating a false sense of security on the part of the pedestrian.

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Two painted lines do not provide protection against oncoming vehicles and the real burden of safety has to be on the pedestrian to be alert and cautious while crossing any street. A pedestrian can stop in less than three feet, while a vehicle traveling at 25 mph will require 60 feet and at 35 mph approximately 100 feet.

School Pedestrian Crosswalks

In accordance with Section 21368 of the California Vehicle Code:

“Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or the grounds thereof, it shall be painted or marked in yellow as shall all the marked pedestrian crosswalks at an intersection in case any one of the crosswalks is required to be marked in yellow. Other established marked pedestrian crosswalks may be painted or marked in yellow if either (a) the nearest point of the crosswalk is less than 600 feet from a school building or the grounds thereof, or (b) the nearest point of the crosswalk is not more than 2800 feet from a school building or the grounds thereof, there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special painting or marking of the crosswalks for the protection and safety of persons attending the school.”

Marked school crosswalks shall be placed at all intersections on the “suggested route to school” where there is substantial conflict between vehicles and students, where students are permitted to cross between intersections, or where students could not otherwise recognize the proper place to cross.

The design of school/ pedestrian crosswalks shall be consistent with Section 10-04.3 of the California Department of Transportation Traffic Manual. Whenever possible, 10 foot wide crosswalks shall be used.

The California Vehicle Code Section 21106(a) states that “Local authorities, by ordinance or resolution, may establish crosswalks between intersections.” Therefore, the City Council shall establish marked crosswalks based on the Traffic Advisory Committee’s recommendation.