

CROSSWALKS



Crosswalks are marked and guided by the California Manual on Uniform Traffic Control Devices (CAMUTCD) as well as the California Vehicle Code (CVC). Crosswalks are defined as a portion of a roadway at an intersection, which is an extension of the curb and property lines of the intersecting street or is any other portion of a roadway which is marked as a pedestrian crossing location by painted lines. Any crosswalk delineated by white or yellow painted markings on the pavement is defined as a “marked crosswalk”, all other crosswalk locations are therefore “unmarked”.

Crosswalk Guidelines

The City follows both the CAMUTCD as well as the CVC for placement of crosswalks. Both manuals (CAMUTCD and CVC) emphasize the importance of uniformity for traffic control devices. A standard device should convey the same meaning at all times. Consistent use of traffic control devices promotes traffic safety. Crosswalks are typically found at intersections where there is substantial conflict between vehicles and pedestrian movement and where there is high pedestrian volume. Approved school crossings, signalized and four-way stop intersections where there is significant pedestrian traffic, are examples of areas that are acceptable for marked crosswalks. Other than crosswalks at intersections, no crosswalk shall be established in any block less than 400 feet in length. The city encourages minimal installation of marked crosswalks because research suggests that a marked crosswalk can give pedestrians a false sense of security. At all crosswalks, both unmarked and marked, it is the pedestrian’s responsibility to be cautious and alert while crossing. Installation of all marked midblock crosswalks will require an engineering review/study to determine if “warrants” are met. The study will take into account:

- Available gaps in traffic
- Number of pedestrians using location
- Volume of vehicle traffic
- Collision history
- Proximity to existing intersection crosswalks

At any crosswalk (marked or unmarked) drivers must yield the right-of-way to pedestrians. Crosswalks are marked mainly to encourage pedestrians to use a particular crossing.

School Crosswalks

Marked crosswalks installed adjacent to school grounds or less than 600 feet from a school building must be painted yellow. Crosswalks should be marked at all intersections on the suggested route to school. Special consideration will be given to midblock crosswalks used by school-aged pedestrians and located on a safe route to school. An engineering study will determine if a midblock school crosswalk is warranted. The best safety measure for school age children is to educate them on how and where to safely cross the street, stress the importance of paying attention to any oncoming vehicles, and stay alert while crossing. Rectangular Rapid Flashing Beacons (RRFB) with pedestrian warning signs may be installed at existing uncontrolled crossings adjacent to a school or at uncontrolled midblock pedestrian crossings with multi-lane approaches. Due to the cost of these devices’ installation of the RRFB or Beacons will only be considered after an engineering study has been completed and beacons are recommended, and pedestrian traffic exceeds thresholds as found in the CAMUTCD.

Disclaimer

The information contained in this pamphlet is being provided to generally explain and guide you through the subject topic. It is not intended and should not be construed as legal advice. The information contained in this pamphlet is general in nature and the City makes no representations, promises, warranties, or guarantees that requests made will be granted.

