



City of St. Helena
Active Transportation and Sustainability
Committee
Special Meeting
City Hall, 1088 College Avenue, St. Helena
Wednesday, June 21, 2023 @ 5:00 PM

PLEASE NOTE: Any person who wishes to speak regarding an item on the agenda or make a comment under the "Oral Communication" portion of the agenda may do so, but please observe the time limit of four minutes. Members of the public and other parties are welcome to email their comments to the Staff Liaison Erika Opp at eopp@cityofstheleena.org

Page

1. CALL TO ORDER
2. ROLL CALL
Chair: Leslie Stanton
Vice Chair: Jeff Farmer
Members: Glenn Smith, Madelyn Chandler, John Zimmerman
Alternate Members: Amy Beaudine and Anthony Micheli
City Council Member Liaison: Paul Dohring, Mayor
Staff Liaison: Erika Opp, Administrative Analyst
3. PUBLIC FORUM:
An opportunity for the public to directly address the Committee on items of interest to the public that are not listed on the agenda. Any person addressing the Committee should provide his or her name and address, and limit comments to three minutes. **Because of restrictions imposed by the Brown Act, the Committee may not engage in substantive discussion, nor take action on matters not described on the agenda.**
4. REPORTS BY STAFF AND COMMITTEE:
Reports by staff and/or committee on items of general interest. ***Brief questions for clarification may be posed and answered, and Committee may request that items be placed on a future agenda. Except under certain circumstances, the Brown Act prohibits any other discussion or action by the Active Transportation & Sustainability Committee.***
5. CONSENT CALENDAR:
Members of the Active Transportation Committee or the public may ask that any items be considered individually for purposes of considering alternative action, for extended discussion, or for public comment. Unless that is done, on motion may be used to adopt all recommendation actions.
 - 5.1. Active Transportation and Sustainability Committee Meeting Minutes of May 3, 2023 3 - 4
[05-03-2023 Active Transportation and Sustainability Committee - Minutes](#)
6. SCHEDULED MATTERS:
 - 6.1. Napa Valley Vine Trail Construction update for St. Helena/Calistoga segment opening in November - presentation by the Napa Valley Vine Trail 5 - 14

Presentation

- 6.2. Traffic Safety Issues and Proposed Remedies for Pratt Ave., South Crane Ave., Madrona Ave. and Spring Mountain Road 15 - 55
Prepared By: Joseph Leach, Public Works Director and City Engineer

STAFF REPORT

Traffic Calming Presentation for ATSC
California Road System Map.St

- 6.3. June 30, 2023 ATSC Expiring Two Terms

Community members should apply at:

<https://sthelena.civicweb.net/Portal/BoardApplication/>

Prepared By: Cindy Tzaopoulos, City Clerk

- 6.4. Consideration to cancel the July meeting
Prepared By: Cindy Tzaopoulos, City Clerk

7. FUTURE AGENDA ITEMS:

- 7.1. 1. Napa Countywide Greenhouse Gas Emission Inventory
Presentation by David Morrison, Interim County Executive Officer
2. Active Transportation Plan Phase II
3. Potential Reusable Foodware and Waste Reduction Ordinance
4. Main Street crossing study/Urban Land Use Institute presentation

8. ADJOURNMENT

The next regular Active Transportation Committee meeting is scheduled for July 5, 2023 at 5:00 pm, City Hall, 1088 College Avenue, St. Helena.

This agenda was posted at City Hall, 1088 College Avenue , St. Helena on June 19, 2023.

Erika Opp, Administrative Analyst

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in the meeting, please contact City Hall at (707) 967-2792. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting (28 CFR35.102-35.104 ADA Title II). However, City staff will attempt to assist at any time with accessibility.

MINUTES
City of St. Helena
Active Transportation and Sustainability
Committee Meeting
Wednesday, May 3, 2023 @ 5:00 PM
1088 College Avenue, St. Helena
465 Main Street, St. Helena

Present: Chair Leslie Stanton, Vice Chair Jeff Farmer, and Commissioners Glenn Smith, Amy Beaudine and Anthony Micheli
Council Liaison: Mayor Dohring

Absent: Commissioner Madelyn Chandler and Commissioner John Zimmerman

1 CALL TO ORDER

- a) Oath of office for Amy Beaudine and Anthony Micheli administered by Cindy Tzaopoulos, City Clerk

Oaths were administered.

2 ROLL CALL

3 PUBLIC FORUM:

No public comment was received.

4 REPORTS BY STAFF AND COMMITTEE:

5 CONSENT CALENDAR:

- a) Active Transportation and Sustainability Committee Meeting Minutes of February 1, 2023

Jeff Farmer moved to approve consent. The motion was seconded by Leslie Stanton and on roll call carried by the following vote:

AYES: Leslie Stanton, Jeff Farmer, Amy Beaudine, Anthony Micheli and Glenn Smith

NOES: None

ABSENT: Madelyn Chandler and John Zimmerman

ABSTAIN: None

RECUSE: None

6 SCHEDULED MATTERS:

Active Transportation and Sustainability Committee
May 3, 2023

- a) Brown Act training by Cindy Tzaopoulos, City Clerk

Cindy Tzaopoulos, City Clerk reported on this item.

No public comment received.

- b) Grayson and Crane Avenue Pavement Update by Mario Traverso, Asst. Engineer

Mario Traverso, Asst. Engineer reported on this item.

Mark Smithers addressed the Committee.

- c) CIP Update by Mario Traverso, Asst. Engineer

Mario Traverso, Asst. Engineer reported on this item.

No public comment was received.

- d) This item will not be heard.

~~NVTA Transportation Accessibility Survey by David Banuelos, Sr. Community Engagement Specialist~~

7 FUTURE AGENDA ITEMS:

- a) 1. Napa Countywide Greenhouse Gas Emission Inventory Presentation by David Morrison, Interim County Executive Officer
2. Presentation from Fire Chief John Sorensen regarding vehicular speeding and potential traffic mitigation
3. Active Transportation Plan Phase II
4. Potential Reusable Foodware and Waste Reduction Ordinance
5. Main Street crossing study/Urban Land Use Institute presentation

8 ADJOURNMENT

Chair Stanton adjourned the meeting at 6:00 pm.

APPROVED:

ATTEST:

Leslie Stanton, Chair

Cindy Tzaopoulos, City Clerk



Project Update: Vine Trail – St Helena To Calistoga

NAPA VALLEY VINE TRAIL COALITION BOARD

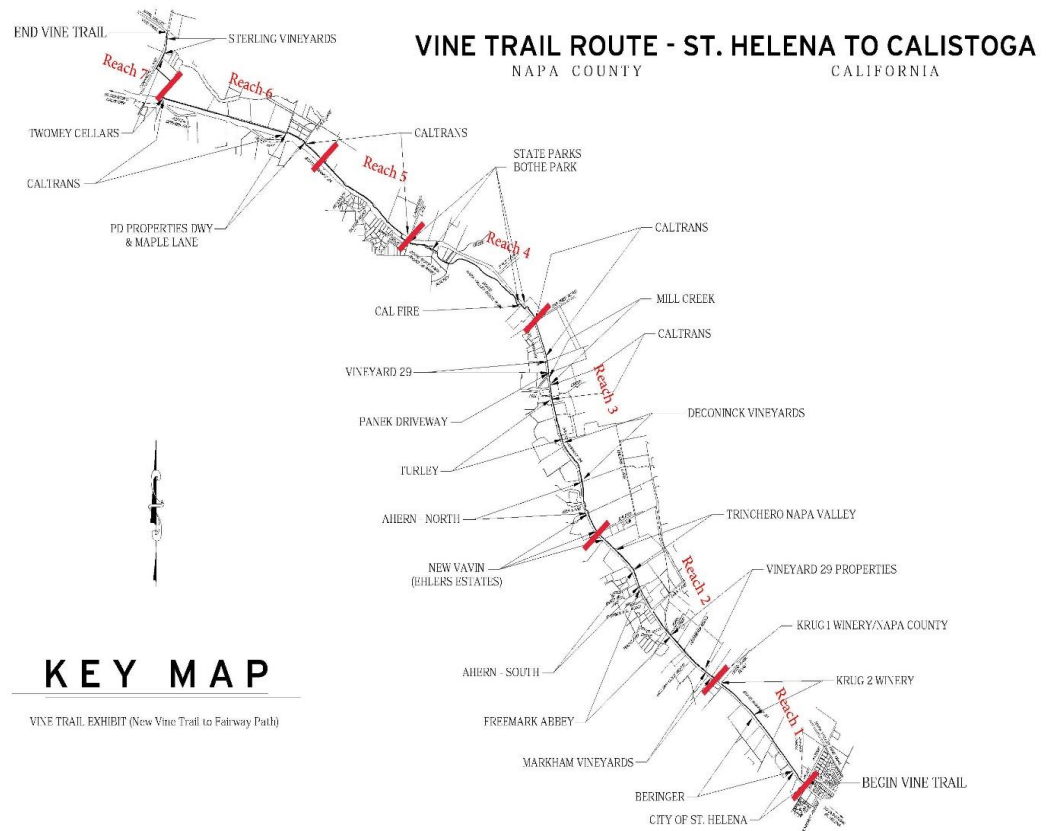
JUNE 15, 2023

Grant Bailey, P.E./Program Manager – Engineer

Project Overview



- 8.2 Mile Segment of Vine Trail
 - Class I Bike and Pedestrian Facility
 - Connect to Bothe State Park and Bay Area Ridge Trail
 - Southern Terminus: St Helena at Pratt Ave (Reach 1)
 - Northern Terminus: Calistoga at Lincoln & Fairway (Reach 7)
 - <https://www.vinetrail.org>



Achievements & Challenges



Achievements

- Obtained \$13.7M in grant funding for \$17.7M project (all phases)
- July 2022: Groundbreaking
- September 2022: Reach 7 paving
- April 2023: Winter/Utility Suspension Lifted

Challenges

- PGE Gas Pipe project
- Unforeseen utility conflicts
- Grade discrepancies
- Weather – 4 months of rain delay



Pre-Construction Funding



- Previous Project Phases:
 - Environmental
 - Right of Way
 - Plans, Specifications & Estimate

Contributor	Funding Contribution
County of Napa	\$750,000
City of Calistoga	\$321,000
City of St Helena	\$320,000
Napa Valley Vine Trail Coalition (Private Philanthropy)	\$1,640,000
Grant Funding	\$260,000
Total Preconstruction Funding	\$3,291,000



Construction Funding



Contributor	Funding Contribution
Transportation Development Act (TDA)	\$2,140,000
Bay Area Ridge Trail	\$125,000
One Bay Area Grant 2 Program	\$2,917,000
Active Transportation Program Grant (ATP)	\$6,106,000
Napa Valley Vine Trail Coalition (Private Philanthropy)*	\$1,142,000
Napa County STIP Swap	\$2,000,000
Total Construction Funding	\$14,430,000

*NVVTC also purchased site amenities such as mile markers and shelter structures at a cost of ~\$425,000



Construction Budget



Item	Cost
Total Available Funding	\$14.4M
Base Construction Cost	\$12.6M
Construction Contingency (~5%)	\$616,000
Construction Support	\$1.2M
Current Available Contingency (as of June 15, 2023)	~\$350,000
Realized Cost Savings To Date	~\$450,000



Additional Funding Need



- Forecasted Additional Need: \$500,000 –\$800,000

Contributor	Percent Share
County of Napa	37%
Calistoga	19%
St Helena	19%
Vine Trail Coalition	25%

- Allocation based on previous funding agreements
- Doubles contingency to the typical 10%
- Request does not assume PGE pays claim
- Will only invoice for actual expense



Schedule



April 2023	Work resumes following winter/utility suspension
June 2023	Resume work on box culverts & three bridge structures
July 2023	Target reach 7 (Calistoga) soft opening
September 2023	Trail Paving
October 2023	Final safety features and trail elements installed
November 2023*	Grand Opening

*Unforeseen issues could delay opening



Trail Opening Plan



- Please stay off the trail segments until they are open in November!
 - Important for public safety
 - Outreach is ongoing
 - **Ghilotti Construction** will provide barricades and fencing
 - **NVVTC Volunteer Trail Ambassadors** riding SR29 along corridor on the weekends will provide friendly reminders
 - **NVTA & NVVTC Websites** include updated communication on Trail Closure and Construction
 - **Open Space District – Bothe State Park** will distribute information to all park guests
 - **Calistoga and St Helena Chambers** will have maps and public information available to remind guests that the trail remains closed until November
 - Coordinating with public information officers
 - Enforcement – CHP/Napa Sherriff/Calistoga PD on patrol
- Enjoy a safe place to walk and roll





Thank You!

Q&A

www.vinetrail.org

Grant Bailey, P.E.
gbailey@nvta.ca.gov
707-259-5951



Report to the ATSC
Regular Meeting – June 7, 2023

Agenda Section: SCHEDULED MATTERS

Subject: Traffic Safety Issues and Proposed Remedies for Pratt Ave., South Crane Ave., Madrona Ave. and Spring Mountain Road

Prepared By: Eric Janzen, Asst. Public Works Director

Approved By: Joe Leach, Public Works Director

BACKGROUND

The St. Helena Police Department, Public Works Department and City Councilmembers have received multiple complaints from citizens regarding speeding in St. Helena. These complaints resonate from the areas of Spring Mountain Road, Madrona Avenue, South Crane Avenue (especially near Crane Park) and Pratt Avenue. The Fire Chief and Police Chief have convened several meetings with community stakeholders in these areas of concern and discussed a variety of options including stop signs, red zones, traffic calming devices and signage.

DISCUSSION

Public Works staff, in association with Police and Fire Departments, conducted speed surveys in November 2022 and January 2023 through March 2023 using the City's "speed signs" on the following roads:

November 2022					
Street Name	Posted Speed Limit	% Violators (D1)	% Violators (D2)	Avg. Peak Speed (D1)	Avg. Peak Speed (D2)
Pratt Ave.	35 MPH	37 %	62 %	49 MPH	47 MPH
South Crane Ave.	25 MPH w/ 15 MPH School Zone	47 %	No data	46 MPH	No data
Madrona Ave.	25 MPH	No data	No data	No data	No data
Spring Mountain Road	25 MPH	55 %	62 %	63 MPH	45 MPH

January 2023					
Street Name	Posted Speed Limit	% Violators (D1)	% Violators (D2)	Avg. Peak Speed (D1)	Avg. Peak Speed (D2)
Pratt Ave.	35 MPH	No data	No data	No Data	No data
South Crane Ave.	25 MPH w/ 15 MPH School Zone	No data	No data	No data	No data
Madrona Ave.	25 MPH	No data	No data	No data	No data
Spring Mountain Road	25 MPH	47 %	No data	46 MPH	No data

Feb-March 2023					
Street Name	Posted Speed Limit	% Violators (D1)	% Violators (D2)	Avg. Peak Speed (D1)	Avg. Peak Speed (D2)
Pratt Ave.	35 MPH	No data	No data	No Data	No data
South Crane Ave.	25 MPH w/ 15 MPH School Zone	No data	No data	No data	No data
Madrona Ave.	25 MPH	No data	No data	No data	No data
Spring Mountain Road	25 MPH	55 %	63 %	61 MPH	53 MPH

"SPEED SIGNS" AND DATA COLLECTION DISCUSSION

The City collects "Speed Sign" data from permanently mounted signs on an irregular basis. This data includes both weekday and weekend/holiday speeding information. The datalogging capability of the signs does not include the ability to separate weekday and weekend/holiday traffic data. The calculated "average peak speed" also includes speeding incidents where the posted speed limit changes, typically 25 MPH reduced to 15 MPH, with the presence of school children.

The City's "speed signs" only collect data from one direction of traffic. The streets reported above are equipped with two signs, one pointed in each direction of traffic and are noted as "D1" (direction 1) and "D2" (direction 2). "D1" and "D2" represent the same street in the same approximate area (i.e. westbound and eastbound lanes or northbound and southbound lanes).

The "speed signs" are a good starting point for establishing traffic trends and identifying trouble spots. However, they do not constitute an Engineering & Traffic Survey (E&TS) as required for new traffic signals/signs.

RECOMMENDED REMEDIES DISCUSSION

The community stakeholders provided recommendations to the Fire Chief and Police Chief which include the following:

Madrona Ave. at Spring Mountain Rd.

- Install stop signs and cross walks at intersection
- Paint red zones at intersection on the north west and north east corners

Spring Mountain Rd. and Hillview Ave.

- Paint red zones at this intersection on all four corners

South Crane Rd. and Vallejo St.

- Install a “Stop” signs for north and south bound traffic

Pratt Ave. (100 yards east of the railroad tracks)

- Install a traffic calming speed table device as a pilot program

Entrance to Crane Park

- Install two “slow” signs fastened to the existing upright sign posts

All streets in City

- Conduct a speed survey of all streets in St. Helena as required by state law CVC Section 40802.

Public Works is in support of reducing the frequency of speeding within the City and recommends an E&TS be prepared before implementing any of the suggested remedies.

California Manual of Uniform Traffic Control Devices (CA MUTCD), Chapters 1A and 2B requires an engineering study be conducted prior to installing traffic signals or “Stop” signs in a new location. State law also requires that an Engineering & Traffic Survey (E&TS) be conducted every 5-7 years to maintain the enforceability of posted speed limits. CVC Section 40802 (c)(2)(B)(ii) exempts “local streets” as defined on the “California Road System Maps” (See Attachment 1). Under State law, the City is responsible for conducting E&TS on streets designated at “major collectors”, specifically: Madrona Avenue, Sylvaner Avenue, Spring Street, Valley View Street, Oak Avenue, Pope Street, Silverado Trail and Grayson Avenue only. Main Street (SR 29) is the responsibility of Caltrans.

Completion of the required E&TS would address the limitations of the “speed sign” data and allow an independent traffic engineer to evaluate the issues identified by the community stakeholders. It would also evaluate other critical considerations not

addressed by the community stakeholders like sight distance and adjacent property uses (schools, churches and places of interest).

FISCAL IMPACT

Costs associated with the engineering studies and corresponding improvements are not known at this time. It should be noted that upon successful adoption of the FY23/24 Capital Improvement Program, project number R24-01 is for a Streets Master Plan (“SMP”) with an initial budget of \$200,000 (Attachment 2) and will include an updated speed survey for the entire city. Details of the proposed SMP are included in Attachment 2.

It should be anticipated that the Streets Master Plan would be completed in Spring 2024. Should the ATSC recommend pursuit of analysis and improvements in advance of the SMP, staff could utilize Measure T funds for such an endeavor.

Additionally, as discussed at the May 3, 2023 ATSC meeting, the City is currently refining the design of the South Crane Avenue pavement rehabilitation project (CIP Project No. R19-05 to incorporate traffic calming measures with anticipated construction occurring Summer 2023.

RECOMMENDED ACTION

Public Works is in support of reducing the frequency of speeding within the City. Public Works is seeking input from the ATSC to the City Council to authorize the engineering & traffic study(ies) required by State law to implement the recommended “Stop” signs described above, either as part of the Streets Master Plan (SMP) process or as an independent report prepared in advance of the SMP.

Public Works also seeks a recommendation from ATSC to the City Council to authorize implementation of the recommended actions that do not require an engineering & traffic study, including the following:

Entrance to Crane Park

- Install two “slow” signs fastened to the existing upright sign posts

Spring Mountain Rd. and Hillview Ave.

- Paint red zones at this intersection on all four corners

Madrona Ave. at Spring Mountain Rd.

- Paint red zones at intersection on the north west and north east corners

ATTACHMENTS

Attachment 1: California Road System Map – St. Helena

Attachment 2: DRAFT/Unadopted Capital Improvement Program Project No. R24-01
Street Master Plan project detail sheet

Traffic Safety Issues and Proposed Remedies

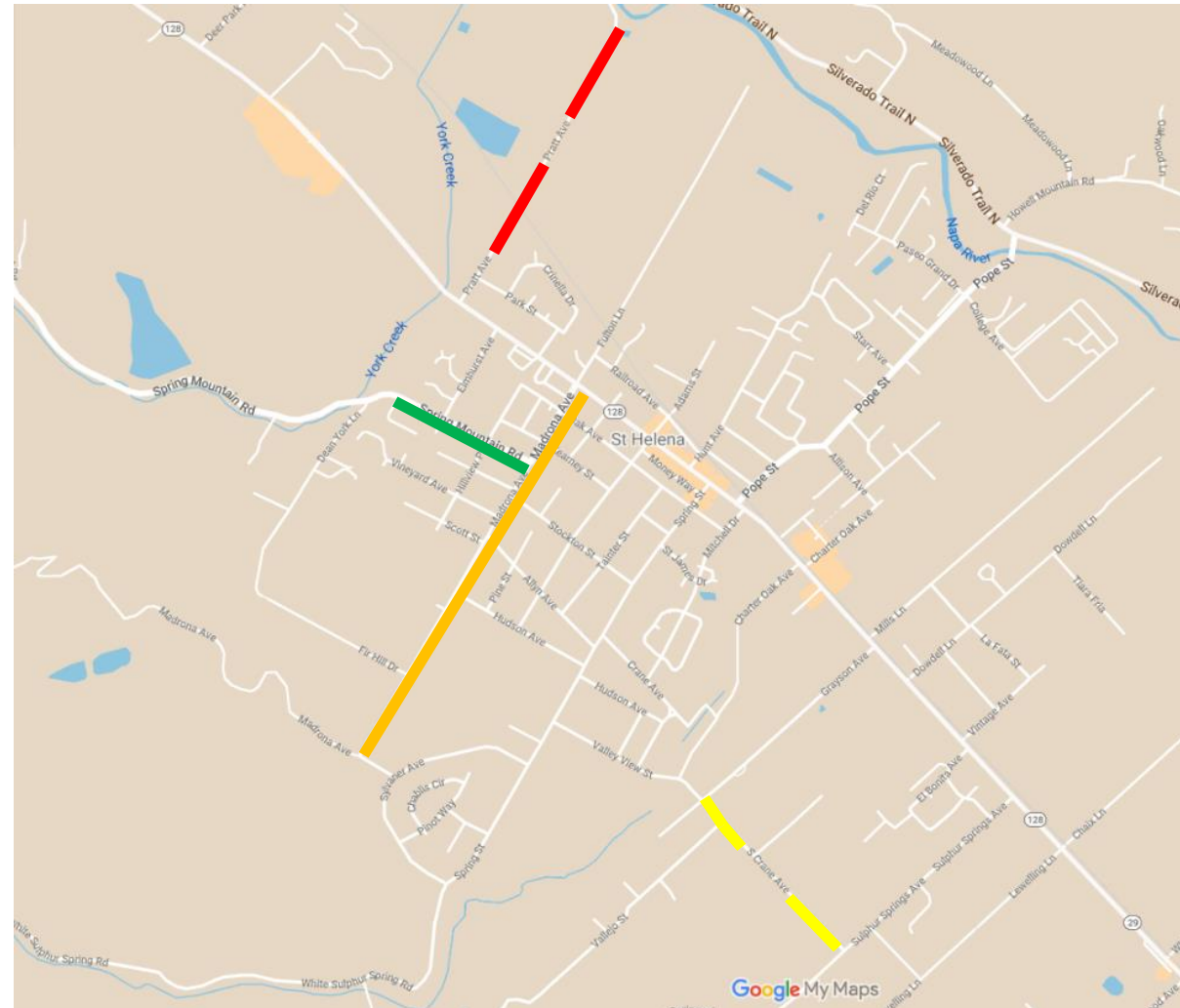
on

S Crane Avenue

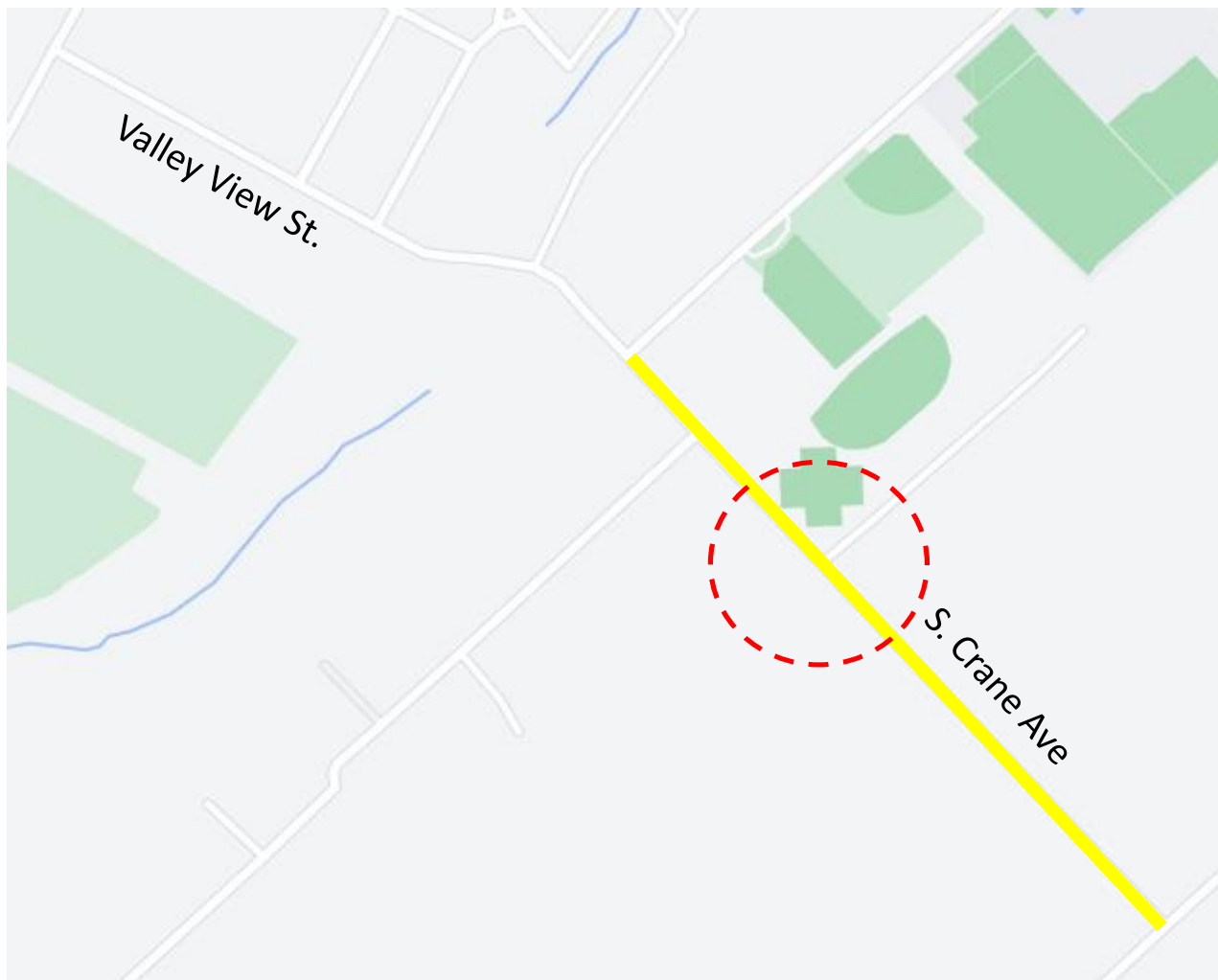
Madrona Avenue

Spring Mtn. Rd.

Pratt Avenue



Intersection of South Crane Avenue x Vallejo Street & Crane Park Entrance



At Crane Park Entrance Facing South



South Crane Facing North



Existing Road Condition

- Rural road with discontinuous curbs, gutters or sidewalks
- Paving and pavement markings are at the end of service life
- Vehicle observed travel 25-35 most of the time
- Posted speed limit is 25 MPH
- Poor road condition increases noise and nuisance for nearby residents

Issues and Proposed Remedies

Reported issues:

- Speeding

Proposed Remedy:

- Add “STOP” signs at intersection of S. Crane x Vallejo
- Alternate: Add Traffic-calming device(s) as long as it does not hinder response times of emergency vehicles.

Speed Bumps to Implementation:

- State law requires a Engineering & Traffic Survey (E&TS) be conducted before adding “STOP” signs to an intersection.
- Most conventional traffic-calming structures (speed humps, speed bumps, speed tables) are currently prohibited by SHMC Section 15.36.050.

Discussion

- New “STOP” signs requires significant study before they can be installed
- Traffic calming structures permitted within the City are limited to “bulb-outs” and “chicanes” but can be installed without much study
- “Bulb-outs” and “chicanes” are not compatible with the rural character of South Crane Avenue

Public Works Director’s Recommendation:

- Perform an E&TS to find if adding “STOP” signs is warranted

Crane Park Entrance



Existing Road Conditions

- No posted speed limit sign
- City grounds keeping staff have been passed while traveling to end of Crane Park by speeders
- No stop sign leaving park

Issues and Proposed Remedies

Reported Issues:

- Unsafe driving within parking lot and at park entrance

Proposed Remedies

- Post a slow children at play sign
- Add a "SLOW" painted on the asphalt at entrance with striping
- Add a "STOP" sign for traffic exiting the parking lot

Speed Bumps to Implementation

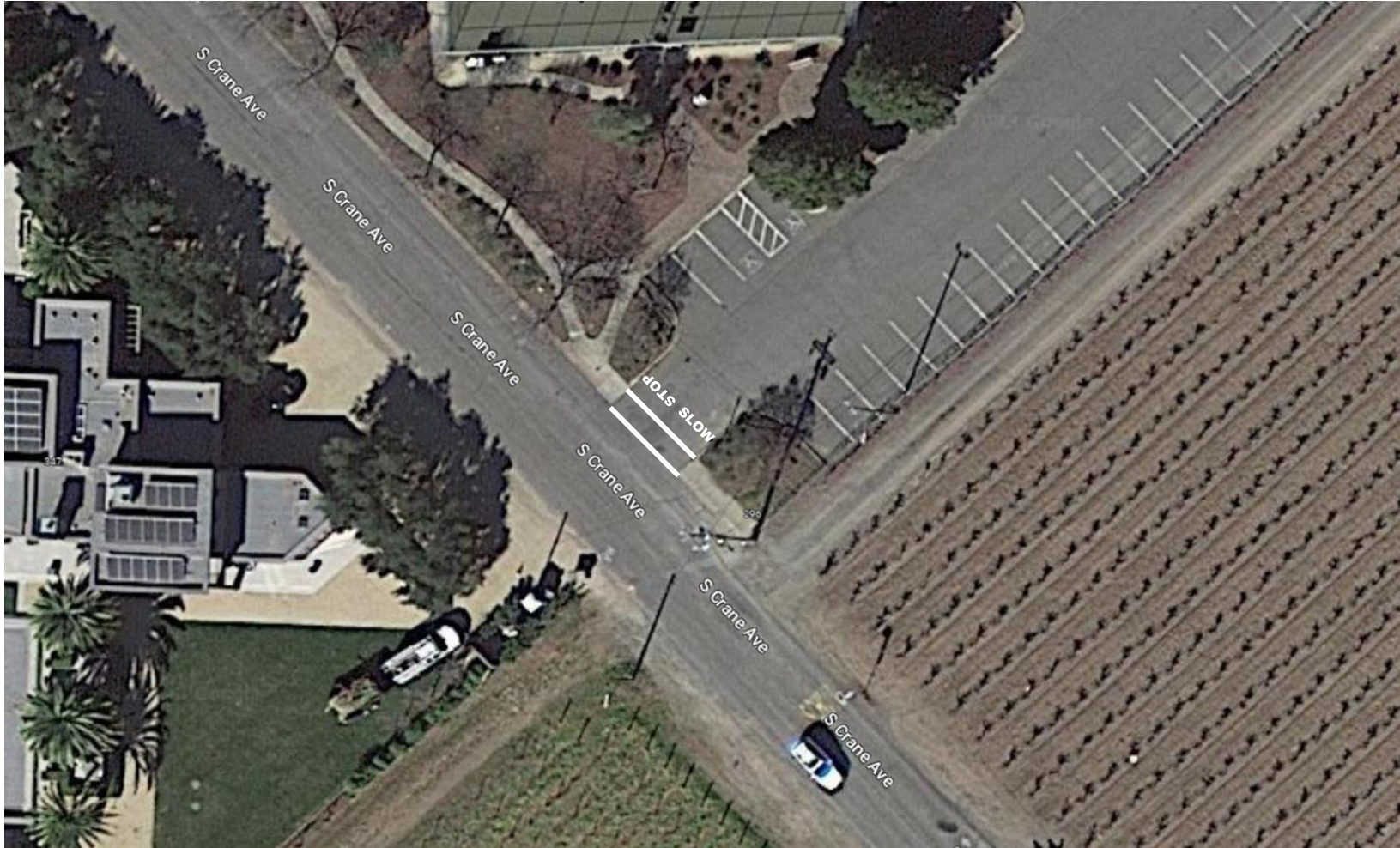
- None

Crane Park Entrance

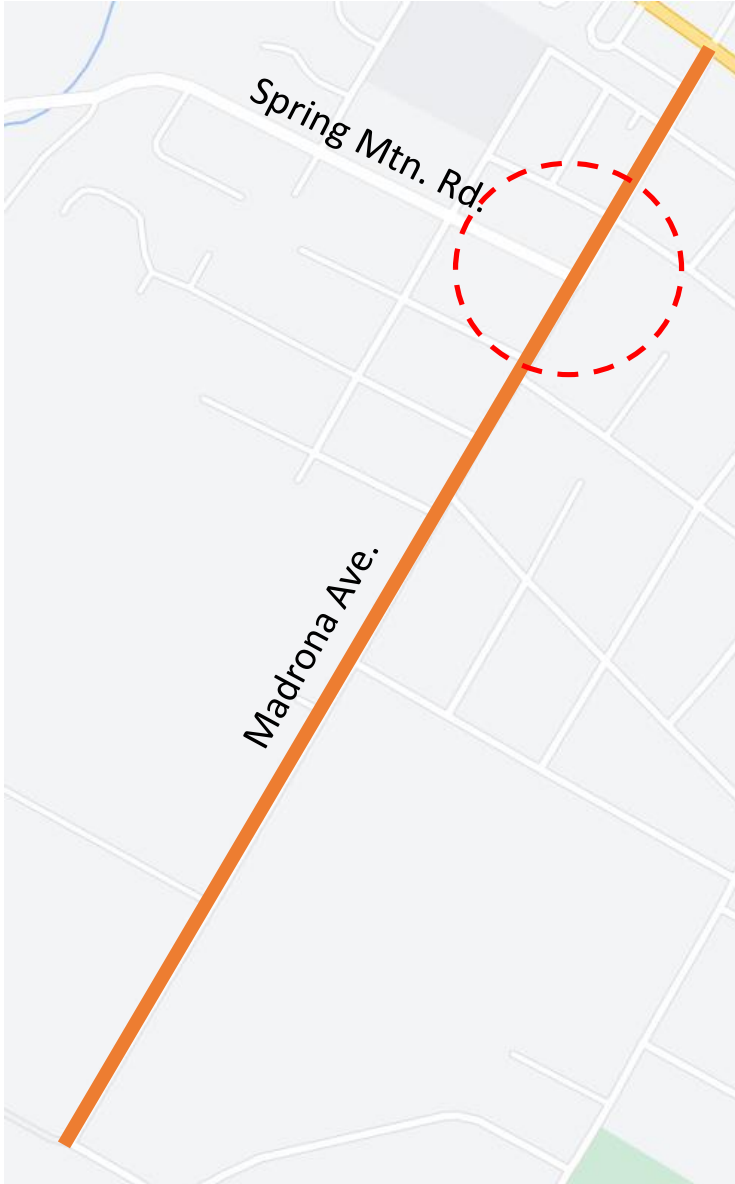
STOP sign on back
side



South Crane at Park entrance After



Madrona Avenue x Spring Mountain Road



Madrona at Spring Mountain facing West



Madrona at Spring Mountain facing West



Existing Road Conditions

- Pavement condition is good
- Madrona has two speed limits 25 mph and 30 mph
- No controlled intersections between Oak Avenue to Reisling Way (3/4 of a mile)
- No pedestrian crosswalks at Madrona and Spring Mountain

Issues and Proposed Remedies

Reported Issues:

- Speeding

Proposed Remedies:

- Create 25 MPH speed limit for full length of Madrona Avenue
- Add crosswalks and “STOP” signs to intersection of Madrona Avenue and Spring Mountain Road
- By adding crosswalk and stop sign at Madrona and Spring Mountain will reduce vehicle speed and increase pedestrian safety.

Speed Bumps to Implementation:

- State law requires an Engineering & Traffic Survey (E&TS) be conducted before adding “STOP” signs to an intersection.
- Speed limit changes require a “speed study” to be enforceable by PD

Discussion

- New “STOP” signs requires significant study before they can be installed
- Crosswalks create a “presumption of right-of-way” for pedestrians and, when installed at uncontrolled intersections, can put pedestrians in greater danger

Public Works Director’s Recommendation:

- Perform an E&TS to find if adding “STOP” signs is warranted and include a formal speed study. If the survey finds that “STOP” signs are warranted, then consider adding crosswalks to the intersection

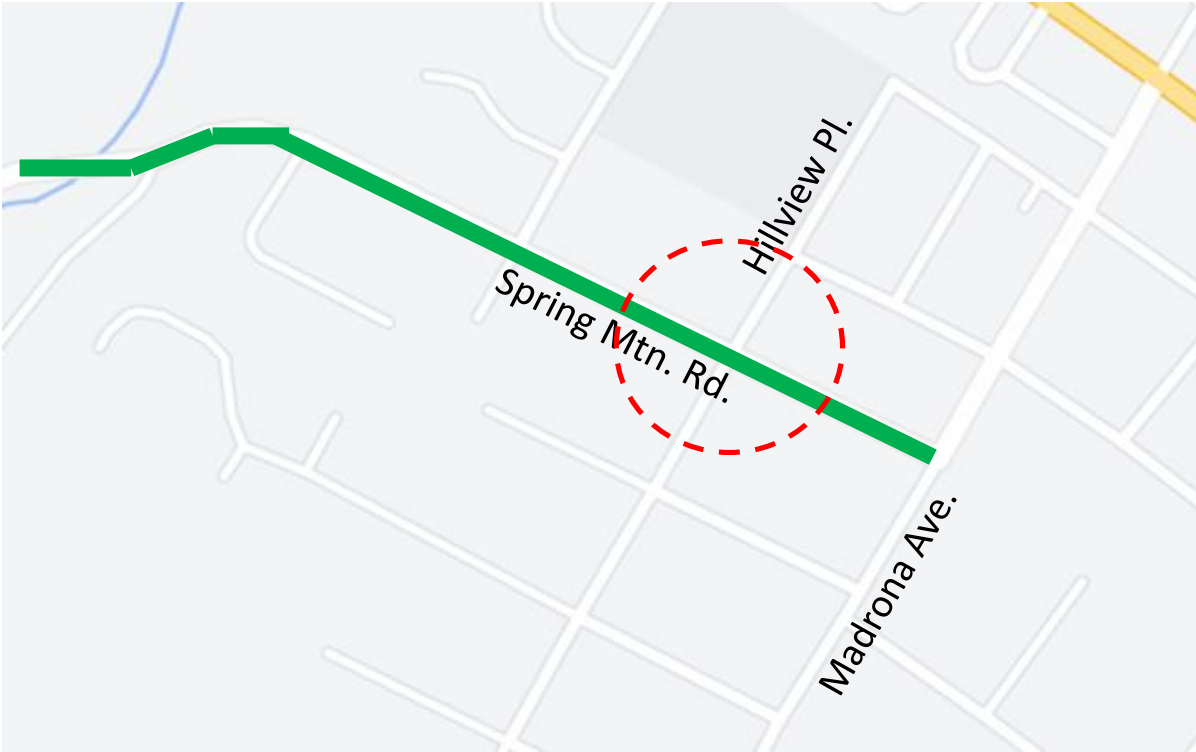
Madrona at Spring Mountain Aerial Before



Madrona at Spring Mountain Aerial After



Spring Mountain Road



Spring Mtn. at Hillview facing south



Spring Mountain at Hillview facing North



Existing Road Conditions

- Heavily populated residential and school area
- Spring Mountain Road connects to the Napa Sonoma County line. Popular “back roads” route to Santa Rosa and several wineries
- Multiple residences and Wineries on this 6 mile road
- No speed controls between Spring Mountain Court and Madrona Avenue (3 blocks)
- The slope of the road, west of Spring Mountain Court, adds to the vehicle speed of eastbound traffic
- Middle school adjacent to roadway
- Two electric radar signs are located between Hillview and Elmhurst. One of these signs is out of calibration reading 41 mph for a vehicle traveling 25 mph

Issues and Proposed Remedies

Reported Issues:

- Speeding

Proposed Remedies:

- Add “STOP” signs to the intersection at Spring Mountain Road and Hillview Place converting the existing 2-way stop to a 4-way stop
- Repaint the crosswalks in the intersection

Speed Bumps to implementation:

- State law requires an Engineering & Traffic Survey (E&TS) be conducted before adding “STOP” signs to an intersection

Discussion

- New “STOP” signs requires significant study before they can be installed

Public Works Director’s Recommendation:

- Perform an E&TS to find if adding “STOP” signs is warranted
- Recalibrate the radar signs
- Repaint the crosswalks at Hillview intersection to current “ladder” style school crossing.
- Add “School Crossing Ahead” signs at Hillview intersection

Spring Mountain at Hillview facing North

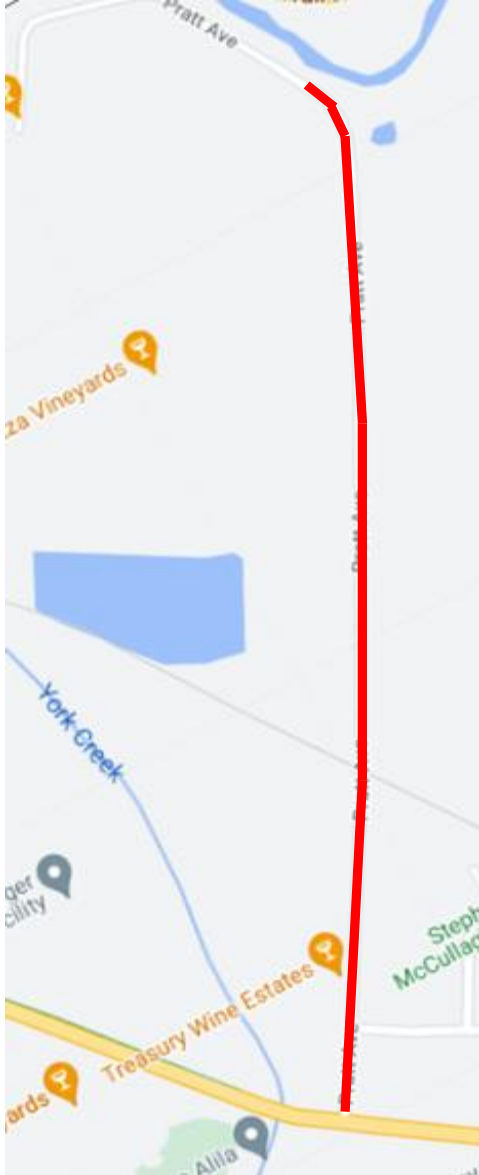


Spring Mountain at Hillview Aerial Before



Spring Mountain at Hillview Aerial After





Pratt Ave.

Pratt Ave.



Existing Road Conditions

- Rural area with homes on large lots
- Discontinuous curbs, gutters and sidewalks
- Large wine production facility located at 1000 Pratt Avenue
- Long straight-of-way connecting Main Street/Highway 29 to Silverado Trail
- Most speeding traffic observed by neighbors travel West to East
- Road was rated for 35 MPH however reduced to 25 MPH due to citizen complaints
- 35 MPH is still painted on roadway at 25 MPH sign in the 600 block
- 25 MPH is not enforceable. Past speed surveys rated Pratt for 35 MPH

Issues and Proposed Remedies

Reported Issue:

- Speeding

Proposed Remedies:

- Replace roadway surface
- Add continuous curbs, gutters and sidewalks on Pratt Avenue between Main Street and R/R crossing
- Trim shrubs at Pratt and Main on the South East corner
- Install traffic calming device(s) after curbs, gutters and sidewalks are made continuous

Speed Bumps to Implementation:

- The City has no funding to apply to the reconstruction of Pratt Avenue pavement surface or to construct sidewalk, curb & gutter
- Repaving Pratt Avenue will encourage speeding
- Conditions on Pratt have not changed. A new speed study will produce the same rated speed limit of 35 MPH

Discussion

- There is no consensus with the Public regarding the appropriate speed limit for Pratt Avenue
- A speed study cannot resolve the issue nor make the posted speed limit of 25 MPH enforceable
- Repaving and addition of continuous sidewalks, curb & gutter is very expensive and funds would have to be diverted from other critical projects to provide these features on Pratt Avenue
- “Bulb-outs” and “chicanes” are not compatible with the rural character of Pratt Avenue

Public Works Director’s Recommendation:

- Complete a Street Master Plan which incorporates a comprehensive study of all the systemic roadway issues in the City including on Pratt Avenue
- Add a “vision triangle” provision to the St. Helena Municipal Code.

FAQs

Why is an E&TS required for installation of “STOP” signs?

- The addition of new “STOP” signs is considered a changed condition on a roadway. Changed conditions, when first implemented, present an *increased* hazard to all users of the roadway until regular users get used to the changes. The State wishes to avoid the arbitrary creation of changed conditions and requires an independent E&TS to show that the changes were warranted. The City would bear increased responsibility and liability for accidents that occur as a result of changed conditions created without adequate “warrant”.

Why are speed humps, speed bumps and speed tables prohibited in St. Helena?

- These traffic calming measures are considered an impediment for emergency vehicles. The prohibition of these measures is a public safety measure to ensure the quickest possible response times for our emergency services.

Why are crosswalks at uncontrolled intersections dangerous?

- Crosswalks are, by design, the “safe” place to cross a road. As a result, pedestrians using a crosswalk will often assume that drivers are anticipating to have to yield or stop for them; a “presumption of right-of-way”. This is perfectly reasonable at a controlled intersection. However, at uncontrolled intersections or mid-block crossings, drivers *are not* anticipating having to stop. This can then combine with poor visibility, distraction or speed and result in tragedy. It is sometimes safer for pedestrians to cross uncontrolled intersections as a “jaywalker” because they more likely to check for traffic before crossing than a pedestrian using a crosswalk.

QUESTIONS?

