

## **MEMORANDUM**

**To:** Mayor and City Council

**From:** Michael Smith, Public Works Director

**Date:** December 11, 2017

**Subject:** **Discussion of Updates to the Sidewalk Improvement Policy**

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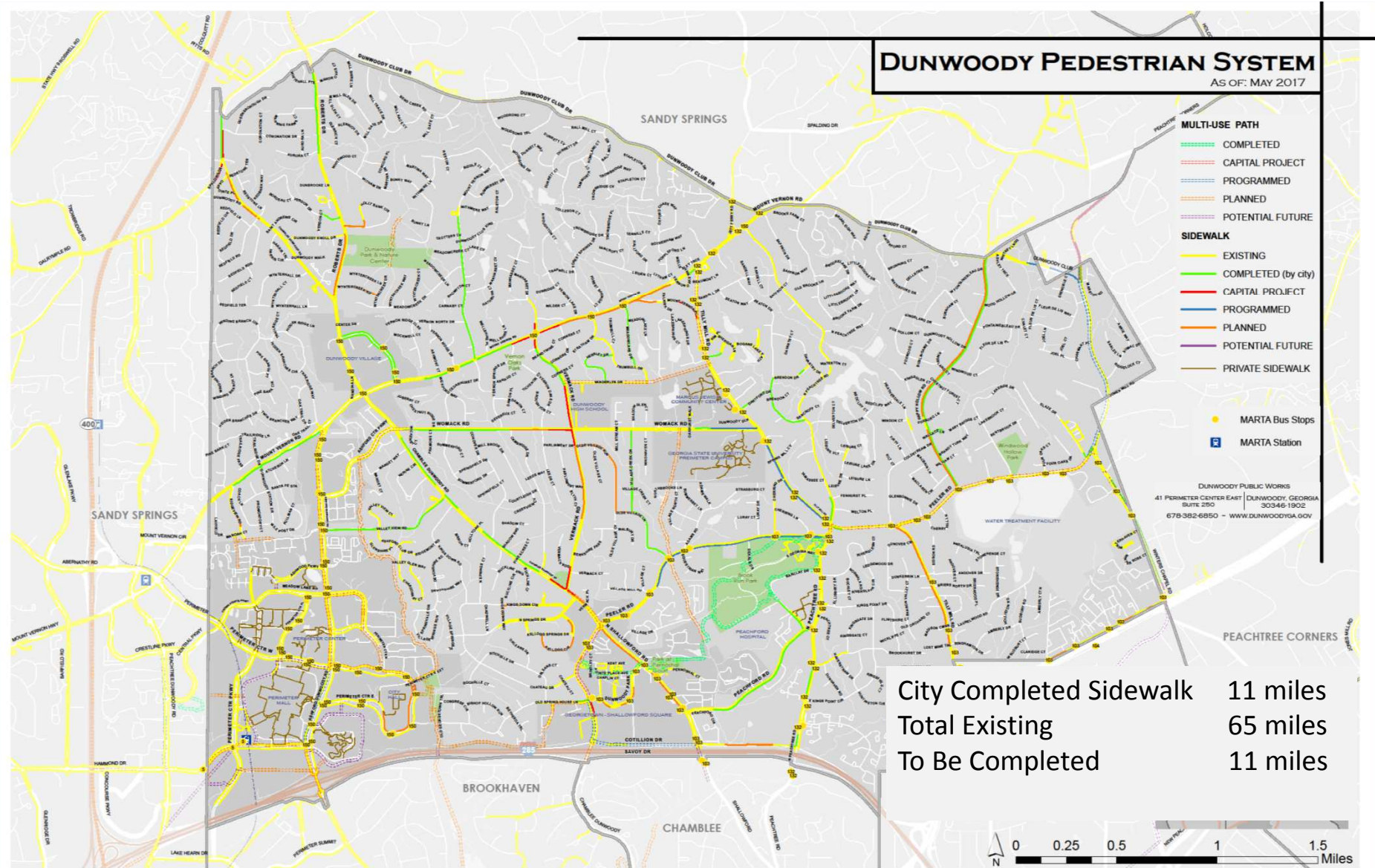
### **BACKGROUND**

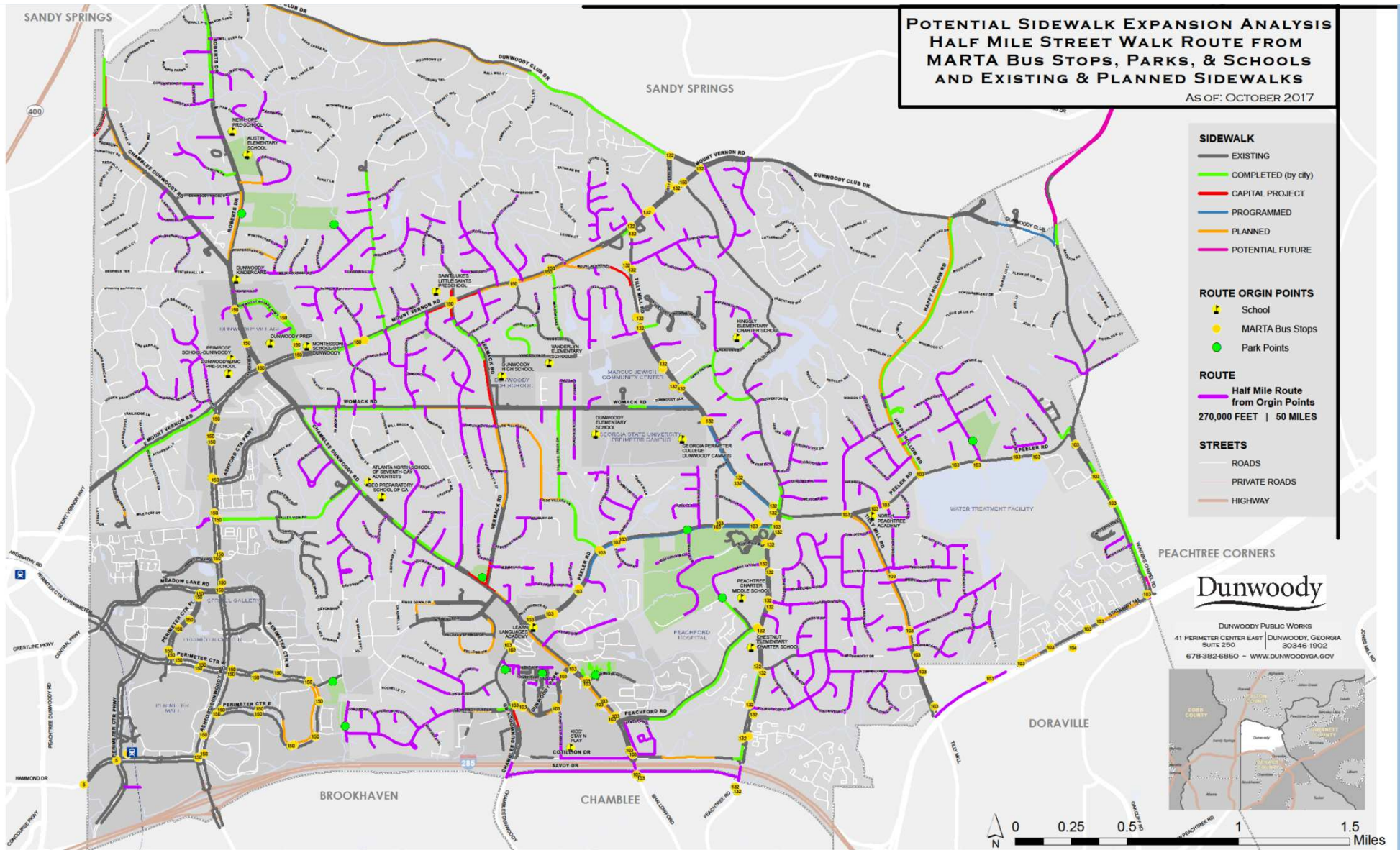
During deliberations on the recently adopted transportation plan update, the city council suggested that the city may want to consider a policy on expansion of the sidewalk program into neighborhoods. The current policy primarily focuses on completing sidewalks on both sides of all arterial and collector roads. The sidewalk program has been successful in prioritizing projects and the city has completed approximately 11 miles of sidewalk in the 7 years since it was first adopted. This is about half of the total miles of sidewalk included in the program.

The presentation accompanying this agenda item provides a framework for a policy discussion about expanding the sidewalk program into neighborhoods considering other competing priorities. The presentation also includes research and best practices on uncontrolled crosswalks that staff recommends incorporating into any future update to the sidewalk policy.

### **RECOMMENDED ACTION**

Staff seeks the mayor and city council's policy direction on updates to the sidewalk policy.





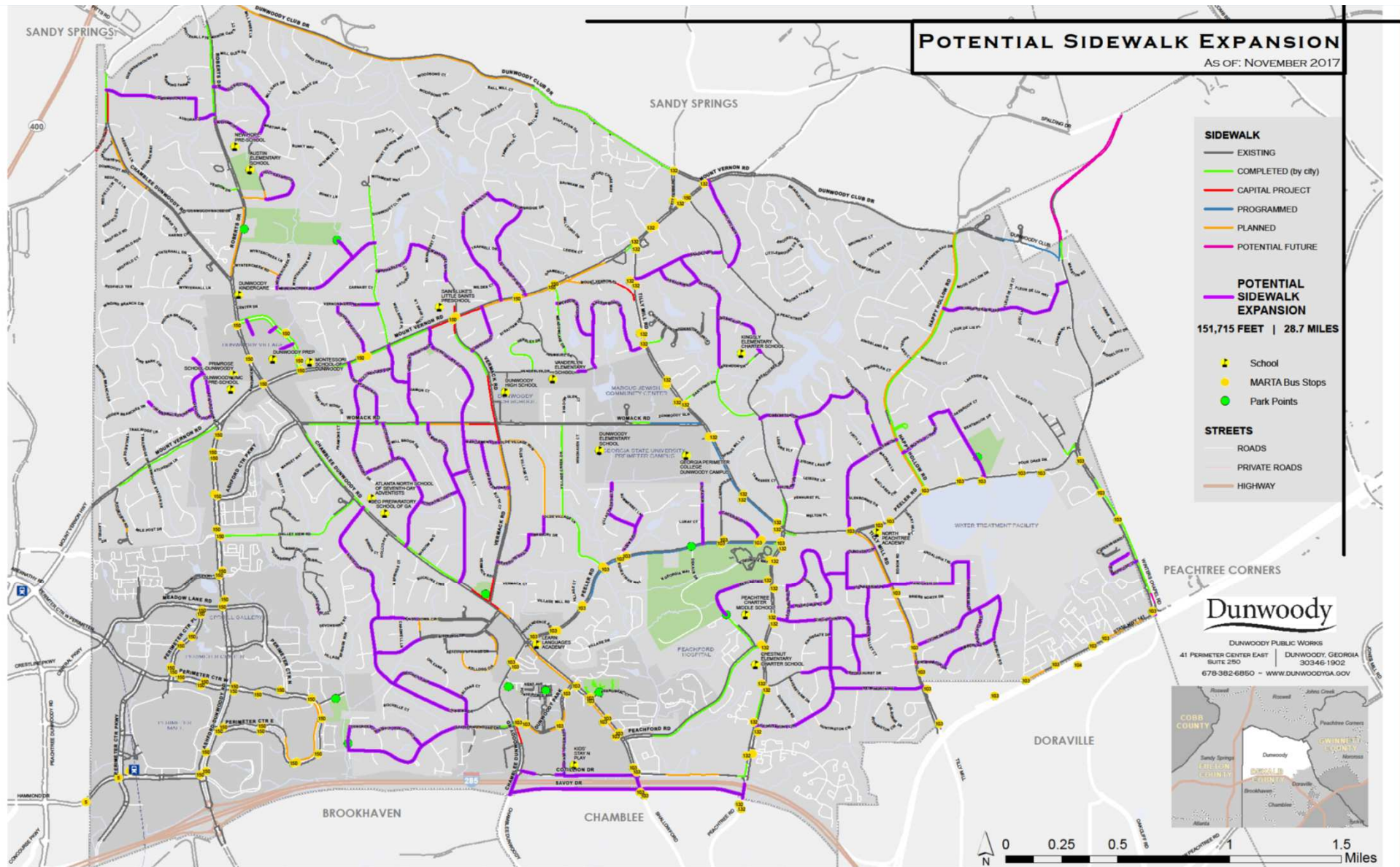
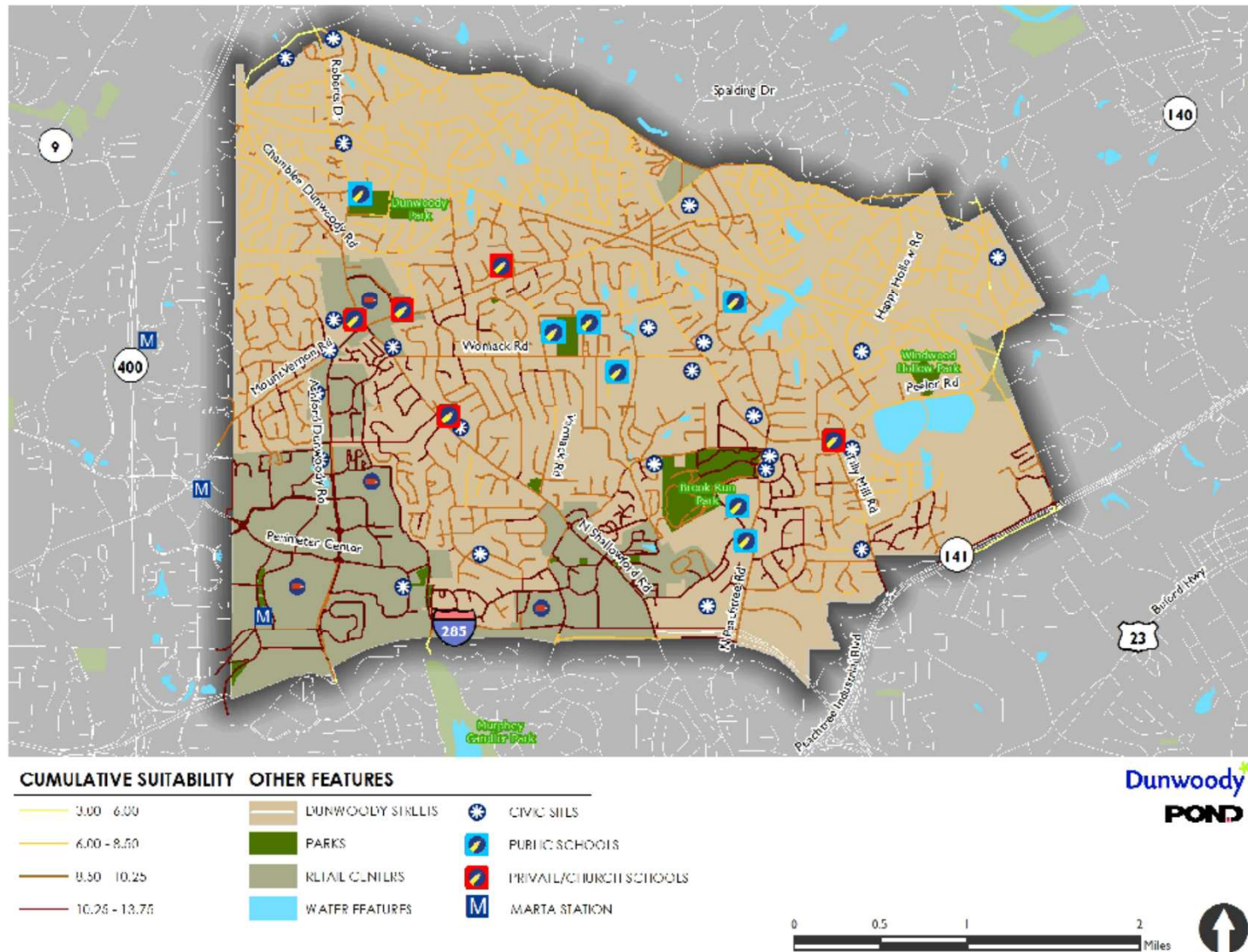
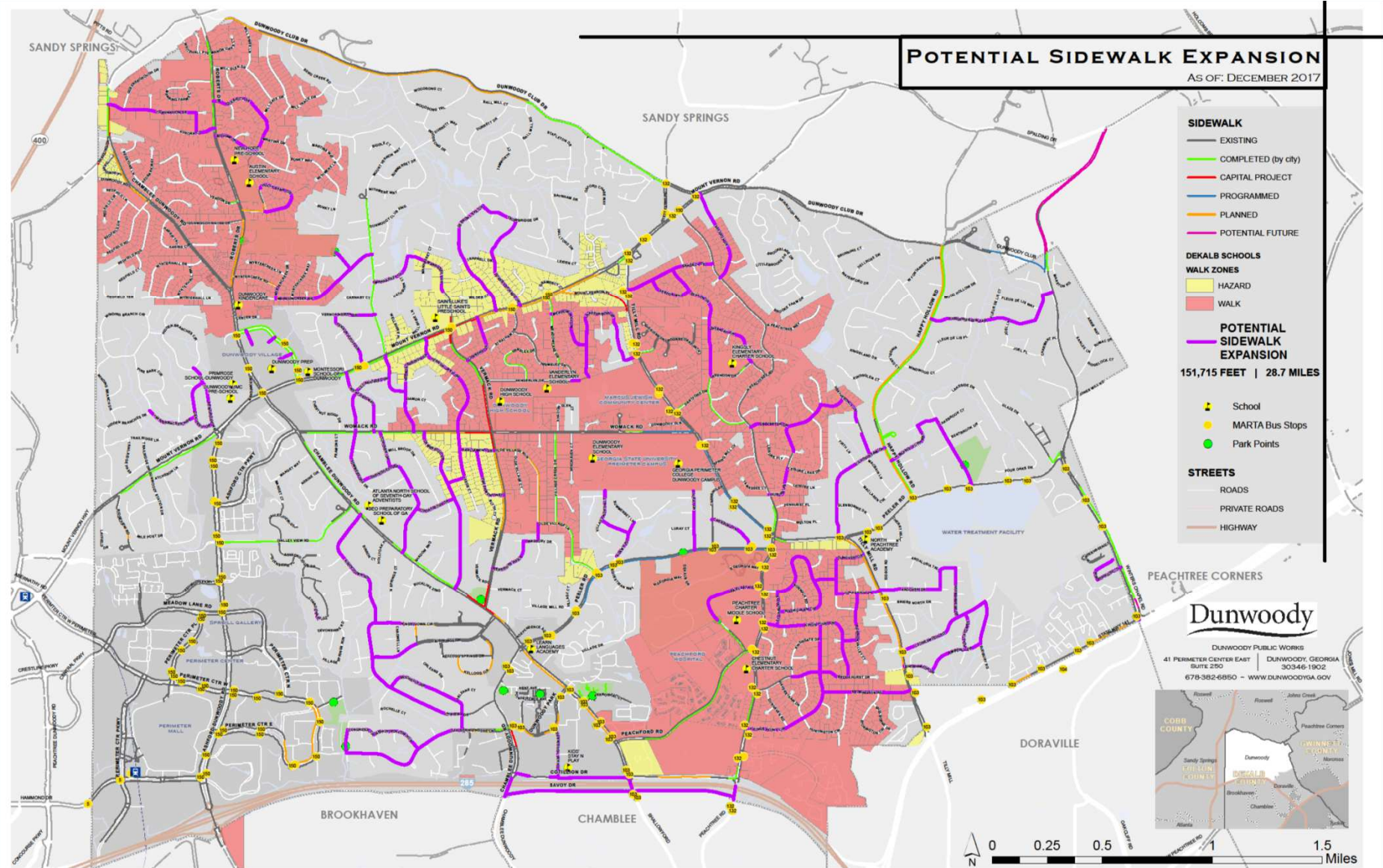


FIGURE 12: SUITABILITY ANALYSIS, CUMULATIVE SUITABILITY SCORE



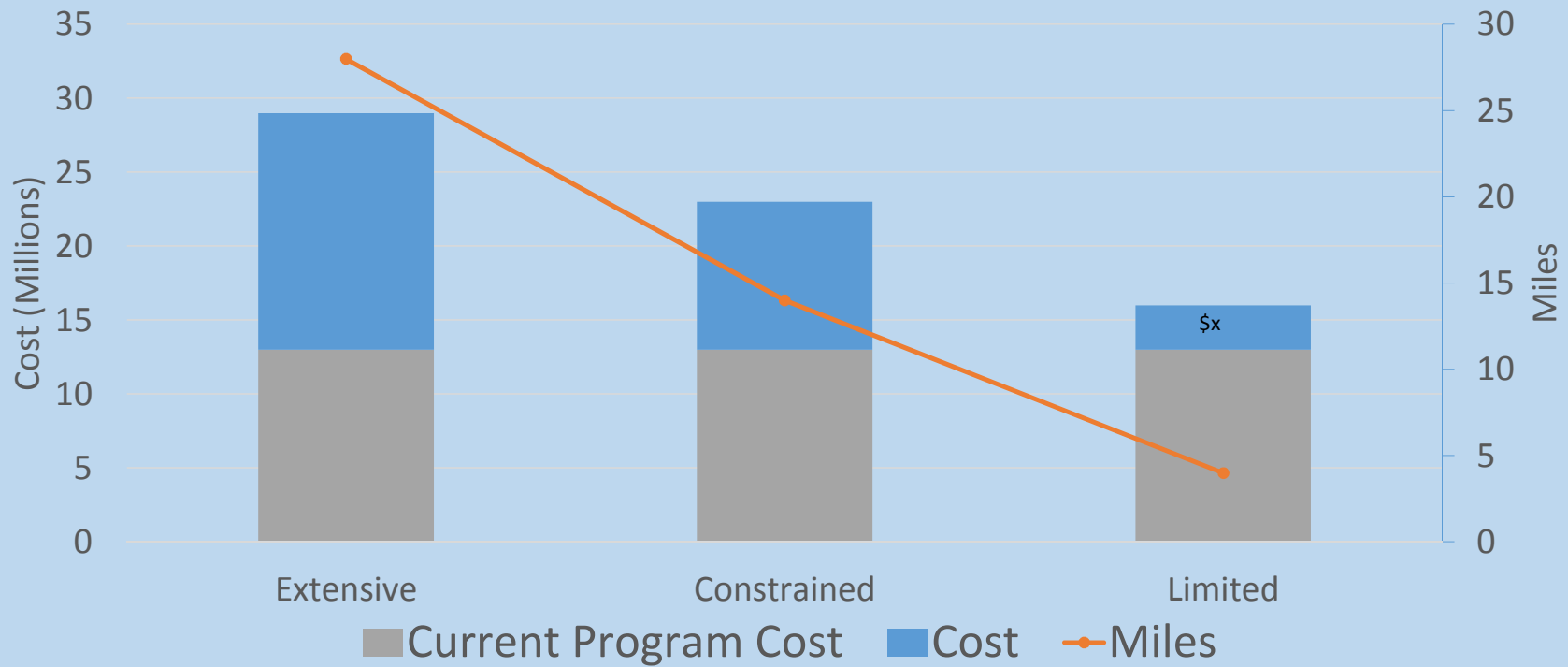


# Sidewalk Policy Decisions

- Should city expand sidewalk program to fund sidewalks on neighborhood streets?
  - Yes, include in program now
- OR
- Yes, but defer until current program for arterial and collector streets is closer to completion
- OR
- No, continue to focus limited resources on most heavily traveled roads

# Sidewalk Policy Decisions

- If the program is expanded into neighborhoods, to what extent?



# Sidewalk Policy Decisions

- If the program is expanded into neighborhoods, how should neighborhood support be considered in the prioritization of projects:

- Neighborhood petition required for project to move forward

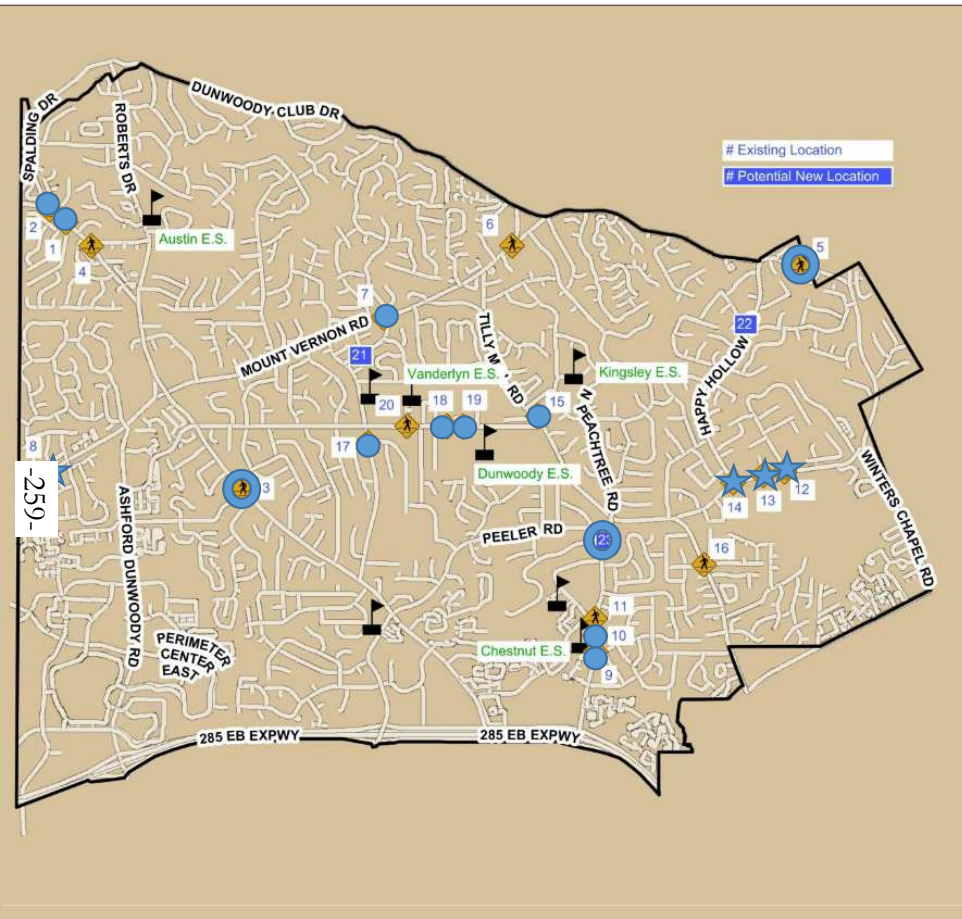
OR

- Neighborhood petition not required but is a major factor in prioritizing projects

OR

- Neighborhood petition not required and is a minor factor in prioritizing projects

## Uncontrolled Crosswalks



### Legend

- Street Centerlines
- Crosswalks
- Schools

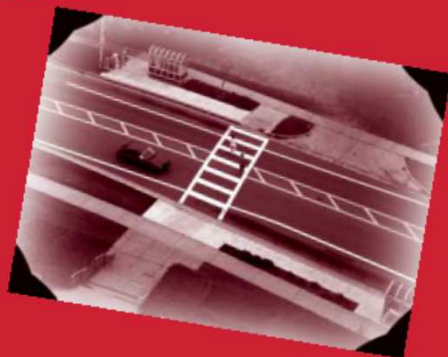
- Improvement Completed
- Improvement in Progress
- No Improvement Recommended

# Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations

## Final Report and Recommended Guidelines

FHWA PUBLICATION NUMBER: HRT-04-100

SEPTEMBER 2005



U.S. Department of Transportation  
Federal Highway Administration

Research, Development, and Technology  
Turner-Fairbank Highway Research Center  
6300 Georgetown Pike  
McLean, VA 22101-2296



Federal Highway Administration study

1,000 marked and 1,000 unmarked crosswalks

30 cities nationwide

5-year accident history

Driver and pedestrian behavior observations

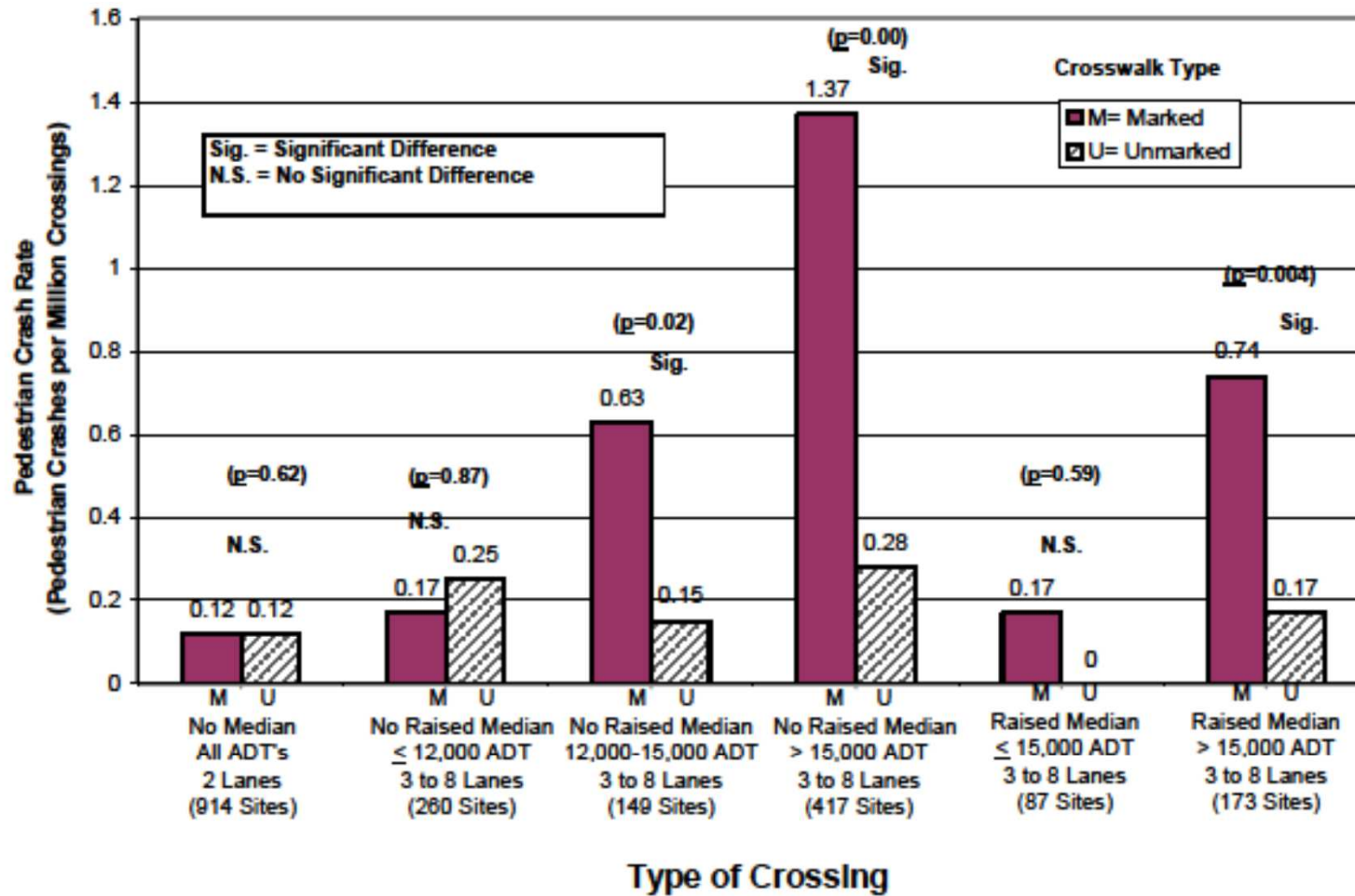


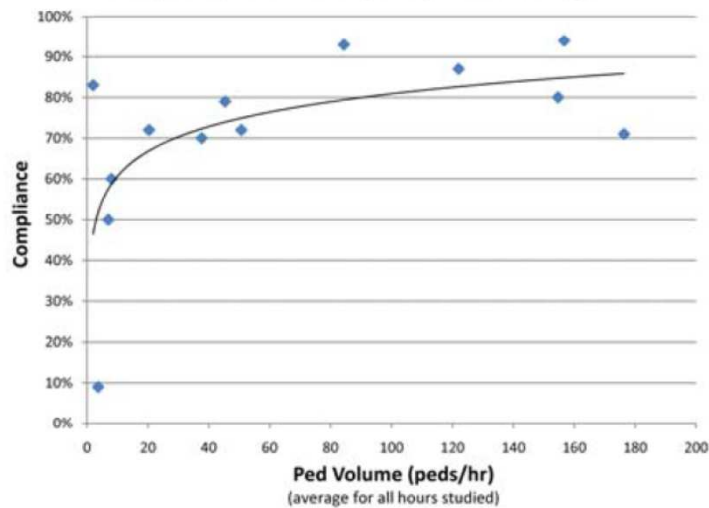
Figure 18. Pedestrian crash rate versus type of crossing.

# City of Boulder Pedestrian Crossing Treatment Installation Guidelines



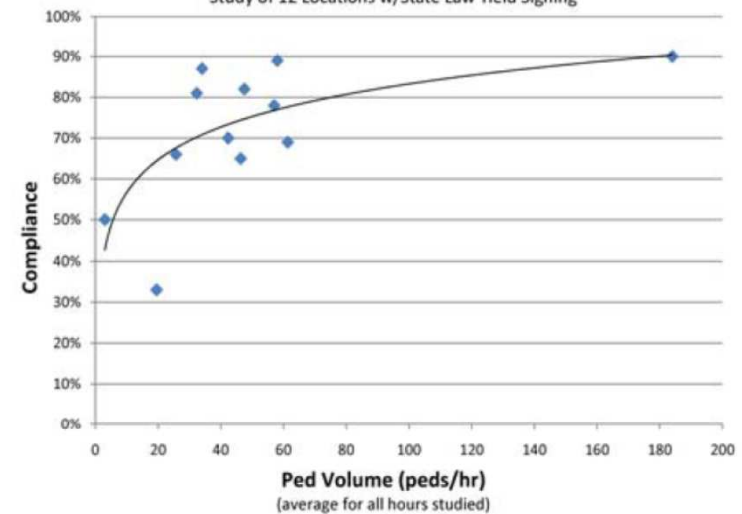
## Ped Volume vs. Compliance

Study of 13 Locations w/Rectangular Rapid Flash Beacon Signs



## Ped Volume vs. Compliance

Study of 12 Locations w/State Law Yield Signing



The above data also illustrates that, below roughly 20 pedestrians per hour, driver compliance decreases significantly. Thus, the base threshold for consideration of an enhanced crossing treatment at an uncontrolled location is 20 pedestrians per hour. This threshold is consistent with recent national guidance and policies adopted by other states and cities, as determined through literature research.

