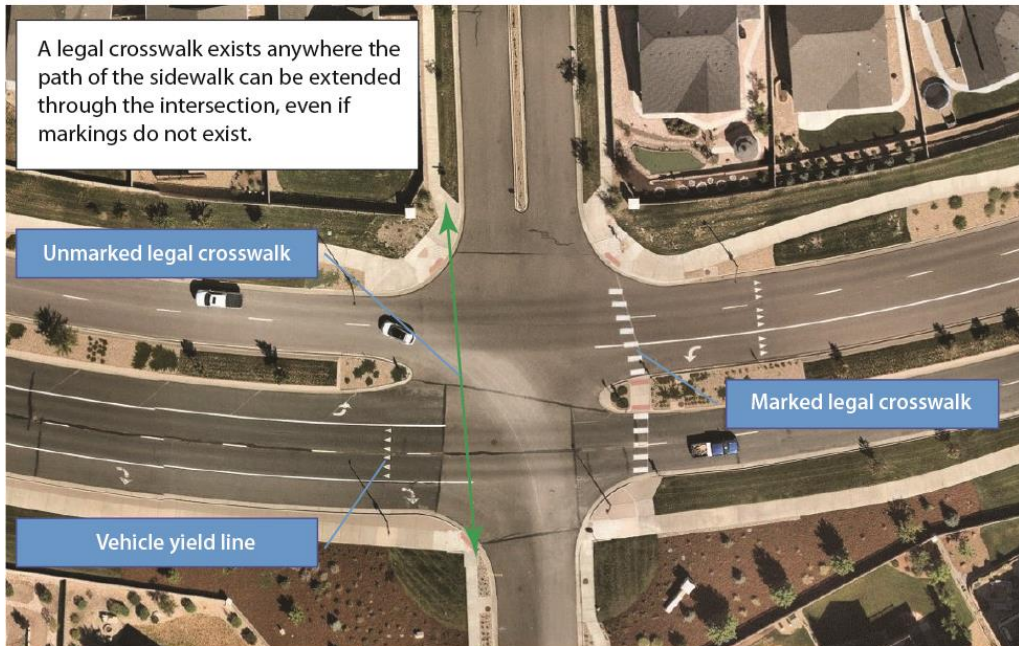


TOWN OF CASTLE ROCK

Crosswalk Education



General Crosswalk Information:

- Colorado State law requires vehicles to yield to pedestrians at both marked and unmarked crosswalks. Yielding should occur to both pedestrians in the street and those about to step into the street.
- Most pedestrian/vehicle crashes are due to human factors like failure to properly yield or driver/pedestrian distraction.
- Marking a crosswalk does not improve pedestrian safety and can actually give the pedestrian a false sense of security.
- Only the cars on the side of the road where the pedestrian is crossing have to stop or slow.



Specific Crosswalk Information for Old Lanterns:

- Rectangular rapid flash beacons (RRFBs) were installed in 2019 for the marked crosswalk. Nationally, RRFBs have been shown to increase vehicle yielding behavior to around 80%.
- Additionally, signs and markings were installed to show drivers where to yield to a crossing pedestrian.
- If the beacon is flashing and a pedestrian is crossing or about to cross, vehicles are required to yield.



Come in. Walk around and join the conversation. Ask questions. Town staff is here to assist with any questions you might have.

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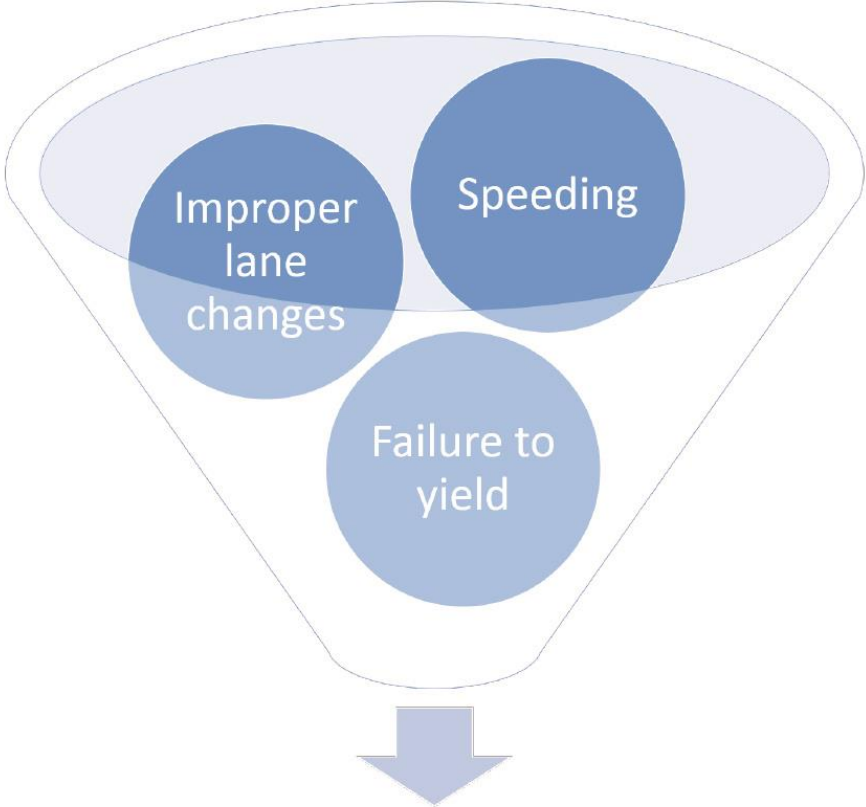
Community Engagement



* Town staff will work closely with HOAs to help with educational materials

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Enforcement



Targeted Enforcement



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Engineering



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Alternatives to consider

All options below would be prioritized against the other capital needs in Town.



Enhancement to Existing Crossing

- Cost under \$20,000
- Advantage: Lowest cost option to improve understanding of crossing
- Disadvantage: May not fully address vehicle yielding concern



Pedestrian Traffic Signal

- Cost about \$150,000
- Advantage: Pedestrians have a fully protected phase to cross
- Disadvantage: Pedestrian volume likely does not meet threshold to justify installation. May lead to increase in vehicle collisions



Full Intersection Traffic Signal

- Cost about \$300,000
- Advantage: Pedestrians have a fully protected phase to cross
- Disadvantage: Vehicle and pedestrian volumes likely do not meet threshold to justify installation. May increase collisions.



Grade Separated Crossing

- Cost about \$1.5 million
- Advantage: Separates pedestrians & vehicles
- Disadvantage: High cost for construction and may require more land to construct the ramps up to the bridge



Roundabout

- Cost about \$2.25 million
- Advantage: Slower speeds and shorter pedestrian crossings
- Disadvantage: High cost for construction and may require more land to construct



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