# PEDESTRIAN/BICYCLIST CROSSWALK POLICY

**Policy 5.17**

## 1. PURPOSE

This policy establishes guidelines and a consistent, uniform approach for improving pedestrian/bicyclist safety at uncontrolled crossing locations using best management practices. A successful pedestrian/bicyclist crossing policy has a positive impact to multimodal transportation comfort and safety and creates crossing locations accessible to all ages and abilities.

This policy represents a shared understanding between the City Council, Staff and residents of a) a commitment to safe pedestrian/bicyclist crossings, b) proven safety strategies, c) factors considered, and d) implementation based on engineering review and supported through ongoing education and enforcement efforts.

## 2. STATE STATUTES

**Crosswalk.** "Crosswalk" means (1) that portion of a roadway ordinarily included with the prolongation or connection of the lateral lines of sidewalks at intersections; (2) any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. (§169.011 Subd. 20)
**Rights in absence of signal.** (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. (§169.21 Subd. 2)
**Crossing between intersections.** (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway. (§169.21 Subd. 3)

## 3. AUTHORITY

This policy is based on administrative implementation of policy and Minnesota State Statute 169. The policy is administered under the direction of the City Engineer and applies to roadways under the City's jurisdiction. Crossings of County highways are under the County's jurisdiction and based on principles/policies of the County's Transportation Plan. The City will work with the County to improve the safety of crossing County highways, and to request implementation of strategies at locations supported by studies, demand and need.

## 4. BACKGROUND

Uncontrolled crossing locations occur where sidewalks/trails intersect roadways where no traffic control (i.e. traffic signal, STOP sign or roundabout) exists. Examples include intersections (crossings may be marked or unmarked) and midblock locations (crossings must be marked). Factors such as traffic volume and the number of lanes can create challenges and impair the ability to accurately judge vehicle speed and traffic gaps. Not all intersections are suitable for crossing infrastructure. Identifying effective and prioritized crossing locations and appropriate best management practices maximizes driver/pedestrian/bicyclist compliance and improves pedestrian/bicyclist safety.

## 5. EVALUATION

The City Engineer will be responsible for installing crosswalks and other safety measures at locations within City right-of-way and City-owned property. The Public Works Department will be responsible for the installation and maintenance of crosswalk elements. Infrastructure installation will be based on Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD) guidelines. Infrastructure will be maintained in a high state of visibility and meet reflectivity standards.

When evaluating crosswalk requests, City Staff will utilize this policy, guidance from the Federal Highway Administration and the Minnesota Department of Transportation, and other sources. The use of crossing treatments is not mandated or required and shall be based on engineering judgement. Further analysis and monitoring may also be required. A traffic engineering study may be required. The City may require the traffic study cost be paid by the requesting party. The level of detail required for a traffic engineering study will vary by location. Crosswalks and other safety features shall be based on engineering judgement.

Engineering studies will remain in effect until conditions change and a new and/or updated study is warranted. Examples of changed conditions that may warrant a new and/or updated study include: a) new land development; b) roadway improvement projects; and c) at the discretion of the City Engineer or Public Works Director when traffic conditions (i.e. change in traffic/pedestrian counts) and/or safety issues (i.e. crash data) exist.

**PEDESTRIAN CROSSWALK POLICY**
**EVALUATION**
Requests for crossing locations shall include an evaluation of the following:

- Safety Data
    - Crash reports
    - Documented public comments
- Existing Field Conditions
    - Lighting conditions
    - Parking
    - Roadway design (travel lanes/width)
    - Stopping sight distance
    - Traffic control devices
    - Traffic volumes
    - Vehicle speeds
- Destination access
    - Network connectivity (pedestrian facilities at each end)
    - Pedestrian generators
    - Surrounding land development
- Existing and potential pedestrian/bike volumes (travel patterns)
    - Behaviors (travel patterns, time-of-day/day-of-week)
    - Crossing distance
    - Demographics/population
- Treatment effectiveness and cost
    - Known safety benefits
    - National, state and local guidelines

If, after applying engineering judgement through a traffic study, a crossing location is identified and recommended, the table below will provide guidance in applying appropriate Best Management Practices.

**BEST MANAGEMENT PRACTICES MATRIX**

| Roadway Design | Vehicle ADT < 9,000 | | | Vehicle ADT 9,000 – 15,000 | | | Vehicle ADT > 15,000 | | |
|---|---|---|---|---|---|---|---|---|---|
| | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph | ≤30 mph | 35 mph | ≥40 mph |
| 2 Lanes | **B-C-D-G** *E-F-I-J* | **B-C-D-G** *E-H-I-K* | **B-G-H-K** *E-I* C-D | **B-C-D-G** *E-F-I* | **B-C-D-G** *E-H-I-K* | **B-G-H-K** *E-I* C-D | **B-C-D-G** *E-F-H-I-K* | **B-G** *E-H-I-K* C-D | **B-G-H** *E-I* C-D |
| 3 Lanes With Raised Median | **B-C-D-G** *A-E-F-J* | **A-B-C-D-G** *E-H-K* | **A-B-G-H-K** *E* C-D | **B-G** *A-E-F-H-K* C-D | **A-B-G** *E* C-D | **A-B-G-H-K** *E* C-D | **B-G** *A* C-D | **B-G** *E* C-D | **B-G** *E* C-D |
| 3 Lanes No Median | **B-C-D-G** *A-E-F-H-I-J-K* | **A-B-C-D-G** *E-H-I-K* | **A-B-G-H** *E-I* C-D | **B-G** *A-E-F-H-I-K* C-D | **A-B-G-H-K** *E-I* C-D | **A-B-G-H** *E-I* C-D | **A-B-G** *E-F-H-I-K* C-D | **A-B-G-H** *E-I* C-D | **A-B-G-H** *E-I* C-D |
| 4+ Lanes With Raised Median | **A-B-C-D-G** *E-H-K-L* | **A-B-C-D-G** *E-H-K-L* | **A-B-G-H** *E-L* C-D | **A-B-G** *E-H-K-L* C-D | **A-B-G-H-K** *E-L* C-D | **A-B-G-H** *E-L* C-D | **A-B-G-H-K** *E-L* C-D | **A-B-G-H** *E-L* C-D | **A-B-G-H** *E-L* C-D |
| 4+ Lanes No Median | **A-B-C-D-G** *E-H-I-K-L* | **A-B-G-I** *E-H-K-L* *C-D* | **A-B-G-I-H** *E-L* *C-D* | **A-B-G-I** *E-H-K-L* C-D | **A-B-G-H-I-K** *E-L* *C-D* | **A-B-G-H-I** *E-L* *C-D* | **A-B-G-H-I-K** *E-L* C-D | **A-B-G-H-I** *E-L* *C-D* | **A-B-G-H-I** *E-L* *C-D* |

From Uncontrolled Pedestrian Crosswalk *Quick Reference Guide*.© May 2020 by Minnesota Local Road Research Board (as amended).

Note: Matrix references posted speed limits.

A = Advance Stop Here for Pedestrians Sign and Stop Line

B = Crosswalk lighting

C = Crosswalk pavement markings

D = Crosswalk warning signs

E = Curb extension

F = In-street pedestrian crossing sign

G = Parking restrictions on crosswalk approach

H = Pedestrian hybrid beacon

I = Pedestrian refuge island

J = Raised crosswalks

K = Rectangular Rapid-Flashing Beacon

L = 4 to 3 lane conversion

**BOLD** = Always consider

*ITALICIZE* = Also consider

<u>UNDERLINE</u> = Use only with other crossing treatments