

## **Marked Crosswalk Guidelines**

It is important to provide designated facilities for pedestrians to use the transportation network safely. Crosswalks provide an important connection for pedestrians. Crosswalks that are appropriately marked and enhanced provide pedestrians with convenient opportunity to cross the street, while maintaining safety. Marked crosswalks direct pedestrians to a designated place to cross, alert drivers as to the potential presence of pedestrians and legally establish the crosswalk at non-intersection locations.

### **Purpose and Scope:**

The purpose of these Guidelines is to serve as the policy document that guides the city in determining where and how to improve an uncontrolled crosswalk within the city of Englewood, on public roadways owned and maintained by the city. These guidelines provide direction to determine if a marked crosswalk is appropriate in a particular location. The guidelines also address installation & maintenance of artistic crosswalks.

These guidelines are intended to be used by city staff in determining whether to mark an uncontrolled crosswalk to ensure efficient function for all users of the roadway and maintain pedestrian safety. When a specific location is being considered for a marked crosswalk – due to public feedback, a new development, or staff recommendation – this document serves as a guide to consistently determine whether installation is warranted or not.

### **Definitions:**

*Unmarked Crosswalk:* A legal crosswalk that does not feature any traffic control markings.

*Marked Crosswalk:* A legal crosswalk that features traffic control markings.

*Midblock Crosswalk:* A location not at an intersection, featuring traffic control markings to indicate that it is a legal crosswalk.

*Uncontrolled Crosswalk:* A legal crosswalk across a roadway approach not controlled by a stop sign or traffic signal.

*Controlled Crosswalk:* A legal crosswalk across a roadway approach controlled by a stop sign or traffic signal.

*Artistic Crosswalk:* A legally marked crosswalk that promotes neighborhood identity and sense of place which are designed, installed and maintained in accordance with these guidelines.

**Manual of Uniform Traffic Control Devices (MUTCD):**

The Manual of Uniform Traffic Control Devices (MUTCD, Federal Highway Administration 2009) states that crosswalk lines should not be used indiscriminately. Instead, an engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.

**Criteria for Possible Installation:**

Suggested locations for marked crosswalks will be evaluated using the following criteria. One of the three criteria must be met in order for a crosswalk to be considered:

Condition 1:

- A. Location must have a High Demand for Use
  - a. Pedestrian count of at least 20 pedestrians per hour during the peak hour of usage for at least two days per week.
  - b. Pedestrian count will be adjusted using a conversion factor of 1.33 for vulnerable populations (children, elderly, and persons with disabilities)
  - AND -
- B. Location must be greater than 300 feet from the nearest enhanced crossing, (signal, stop sign or marked crosswalk)

The potential location must have at least twenty (20) pedestrians per hour, when applying the conversion factor. In order to determine if a location meets these criteria, staff will complete a pedestrian count during the anticipated peak hours. Pedestrians shall be counted at the candidate location as well as those in the immediate (2 blocks either way) vicinity of the proposed location. Counts older than two years should be re-collected.

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Condition 2:

- A. Location must be in immediate proximity to a school, hospital, senior center, recreation center, library or park, as determined by the city's Traffic Engineer.
  - AND -

- B. Location must be greater than 300 feet from the nearest enhanced crossing, (signal, stop sign or marked crosswalk)

The potential location should be evaluated to determine if it directly serves a school, hospital, senior center, recreation center, library, or park. The city's Traffic Engineer shall develop a written recommendation to the Director, for each location.

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Condition 3:

- A. Location serves an existing multi-use path or trail.

The potential location should be evaluated to determine if it directly serves a shared use path or trail.

In all cases, AASHTO (American Association of State Highway and Transportation Officials) sight distance requirements must be met before proceeding to install the marked crosswalk.

**Exceptions:**

In some cases it may be reasonable to allow exceptions to these Guidelines. A written recommendation of approval from the city's Traffic Engineer, in conjunction with the Director of Public Works, is required for all exceptions.

The city may choose not to install marked crosswalks that have a high cost or are not justified.

**Artistic Crosswalks:**

Artistic Crosswalks may be considered when designed, installed and maintained in accordance with the following criteria:

Design Criteria:

- Must be at a location where there is already a marked crosswalk and traffic is required to stop because of a STOP sign or traffic signal, or at a location that meets the above criteria for crosswalk installation.
- Must be on a local or collector street where the speed limit is 30 mph or less.
- Crosswalks must contain two white transverse lines with reflectivity so as to be compliant with minimum crosswalk standards

- Artwork must be:
  - Contained within the two transverse white lines
  - Shall not contain white, yellow, or red in a way which could be confused as traffic control devices
  - No logos, text or advertising are allowed
  - No octagons, triangles or shapes that could be confused with a traffic control device

Installation Criteria and Payment:

- Applicant must agree to pay for all costs to design, install, maintain, and remove the crosswalk, up front. This will include costs for traffic control. The Applicant will coordinate design and submit all necessary information to the City.
- Upon approval of a successful application and receipt of 100% of the estimated costs for installation and maintenance, the City will install the design, as provided by the Applicant.
- Epoxy paint and thermoplastic materials shall be used for all installations to ensure a 3-5 year minimum life expectancy.
- Artistic installations shall be kept at a location for the length of time specified in the application, up to three (3) years (installation life). If no other applicants apply for a specific location, the current applicant may apply for another up to three (3) year installation. Additional installation and maintenance fees apply to additional installation periods.
- If, during the installation life indicated on the application, the maintenance costs exceed the amount of money collected from the applicant, the applicant shall be responsible for providing any additional money needed. As an alternative, the applicant can also decide to terminate the installation life early.