

Title 17H Engineering Standards

Chapter 17H.010 Street Development Standards

Section 17H.010.210 Crosswalks

- A. Generally, ~~paint~~~~ed~~ ~~marked~~ crosswalks are installed ~~only in and adjacent Centers and Corridors (CC zones), at ~~patrol~~~~led~~ ~~designated safe routes to school, at trail~~ crossings, adjacent parks, hospitals, churches and other significant pedestrian generating facilities, and at~~ signalized intersections and at locations identified in the Pedestrian Master Plan, as approved by the director of streets.
- A.B. At locations on arterial streets identified in section A, marked crosswalks shall be established at every intersection, on all legs accessible to pedestrians, when the street is reconstructed or resurfaced or the crosswalk can be funded from grant or programmatic sources. Mid-block marked crosswalks may be installed on arterial streets where significant pedestrian traffic generators exist, where marked crosswalks are more than 300 feet apart or where pedestrian conditions warrant.
- C. Installation of ~~paint~~~~ed~~ ~~marked~~ crosswalks at other locations than those identified in Section A requires an engineering study and the approval of the director of streets. The engineering study shall identify locations where there is a substantial conflict between vehicle and pedestrian movements or where pedestrians ~~could~~ ~~may~~ not otherwise recognize the proper place to cross. Neighborhood Councils shall be consulted and their input taken prior to installation of a crosswalk.
- D. An advanced stop line shall be located eight feet in advance of each crosswalk at an arterial intersection. An advanced stop line shall be located twenty feet in advance of each mid-block crosswalk.
- E. Americans with Disabilities Act (ADA) compliant curb ramps shall be installed at all crosswalks. The preferred curb ramp design shall be parallel or perpendicular where right-of-way and topography allow. Guidance per Federal Highway Administration Best Practices Design Guide shall inform curb ramp design.
- F. In Centers and Corridors (CC zones) on new, resurfaced, rehabilitated or reconstructed arterial intersections with three or more lanes and no traffic signal, marked crosswalks with a mid-point pedestrian refuge shall be constructed. Travel lane widths may be narrowed and/or the

number of travel lanes may be reduced and/or additional, existing right-of-way may be utilized to accommodate pedestrian refuges. Pedestrian refuges shall be vegetated or treed or otherwise contain elements to establish a sense of place. When right-of-way permits, pedestrian refuge shall be of Danish offset design to establish visibility between pedestrian and drivers.

G.

H. Raised crosswalks may be installed in lieu of pedestrian refuges.

B.I. The design of marked crosswalks on arterial streets shall meet or exceed guidance in the Federal Highway Administration Best Practices Design Guide. Alternatively, crosswalks may be raised and/or of alternative material and/or be textured and/or colored.

J. Any new marked crosswalk must be approved by the director of streets prior to construction.

K. Crosswalk markings and signs shall be maintained in a high state of visibility and meet reflectivity standards.

C.L. Marked crosswalks shall only be removed with Council approval, which shall be authorized by Resolution.

Section 17H.010.220 Regional Trail Crossings

A. Generally, regional trails are grade separated. Where grade separation is not possible, raised crosswalks shall be installed on all streets at regional trail crossings when either a street is resurfaced or reconstructed or when a new trail is constructed.

B. Traffic controls shall be installed requiring on-street traffic to yield or stop at all on-grade trail crossings.