

ORDINANCE NO. C - _____

AN ORDINANCE relating to crosswalks; amending SMC section 17H.010.210 and adopting a new section 17H.010.215 to chapter 17H.010 of the Spokane Municipal Code.

The City of Spokane does ordain:

Section 1. That SMC section 17H.010.210 is amended to read as follows:

Section 17H.010.210 Crosswalks

- A. Generally, ~~((painted))~~ marked crosswalks are installed ~~((only))~~ in centers and corridors (CC, DTC, DTG, DTS, DTU zones), adjacent schools, parks, hospitals, churches, trail crossings, other significant pedestrian generating facilities, at ((patrolled school crossing and)) signalized intersections and at locations identified in the Pedestrian Master Plan ((as approved by the director of streets)).
- 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 or where pedestrian conditions warrant. Exceptions to this section are allowed when engineering studies determine that a crosswalk proposed for marking does not meets nationally recognized safety standards.
- ~~B C.~~ Installation of ~~((painted))~~ marked crosswalks at ~~((other))~~ locations other than those identified in subsection A requires an engineering study and the approval of the director of streets. Neighborhood councils shall be consulted and their input taken prior to installation of a crosswalk. The engineering study shall identify locations where there is a substantial conflict between vehicle and pedestrian movements or where pedestrians could not otherwise recognize the proper place to cross.
- ~~C.~~ Any new marked crosswalk must be approved by the director of streets prior to construction.
- D. An advanced stop line shall be located in advance of each crosswalk at an arterial intersection and any mid-block crosswalk in locations defined in Section A, per the Manual on Uniform Traffic Control Devices (MUTCD).
- E. Americans with Disabilities Act (ADA) compliant curb ramps shall be installed at all newly marked crosswalks. The preferred curb ramp design shall be directional

(perpendicular or parallel), as defined by American Association of State Highway and Transportation Officials (AASHTO) guidelines, where right-of-way and topography allow. Guidance per Federal Highway Administration Best Practices Design Guide shall inform curb ramp design.

- F. In the event a bus stop is relocated or modified as part of the establishment of a new crosswalk or improvement thereto, the new bus stop shall meet ADA accessibility standards adopted by reference in 49 CFR 37.
- G. In centers and corridors (CC, DTC, DTG, DTS, DTU 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, unless in conflict with an adopted sub-area or neighborhood plan or contrary to the findings of an engineering study. 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. Landscaping shall be designed and maintained to provide appropriate visibility between pedestrians and approaching motorists from both directions.
- H. Raised crosswalks may be installed in lieu of pedestrian refuges. Detectable warnings shall be included at the curb line on all raised crosswalks.
- I. The design of marked crosswalks on arterial streets shall meet guidance in the Federal Highway Administration Best Practices Design Guide, NACTO or other nationally recognized guidelines.
- J. Crosswalk markings and signs shall be maintained.
- K. Marked crosswalks shall only be removed on the recommendation of the Planning Director and with Council approval, which shall be authorized by resolution.
- L. The City administration should adopt policies and guidelines to implement the provisions of this section. Such policies and guidelines shall not conflict with the provisions of this section.

Section 2. That there is adopted a new section 17H.010.215 to chapter 17H.010 of the Spokane Municipal Code to read as follows:

17H.010.215 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. Detectable warnings shall be included between at the curb line.
- B. Traffic controls shall be installed requiring on-street traffic to yield or stop at all on-grade trail crossings, per an engineering study.

PASSED by the City Council on _____

Council President

Attest:

Approved as to form:

City Clerk

Assistant City Attorney

Mayor

Date

Effective Date