

APPROVE PEDESTRAIN CROSSWALK POLICY AND CROSSWALK IMPROVEMENTS



DECEMBER 3, 2024

POLICY GOALS

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

1. Produce a **clear and transparent policy** for staff and elected officials to utilize when community request are received, or projects are completed.
2. Ensure the policy is **easy to use** and provides quick determination of marking a crosswalk or not.
3. Create a **consistent process for implementing marked crosswalks** in locations that are in highest need.

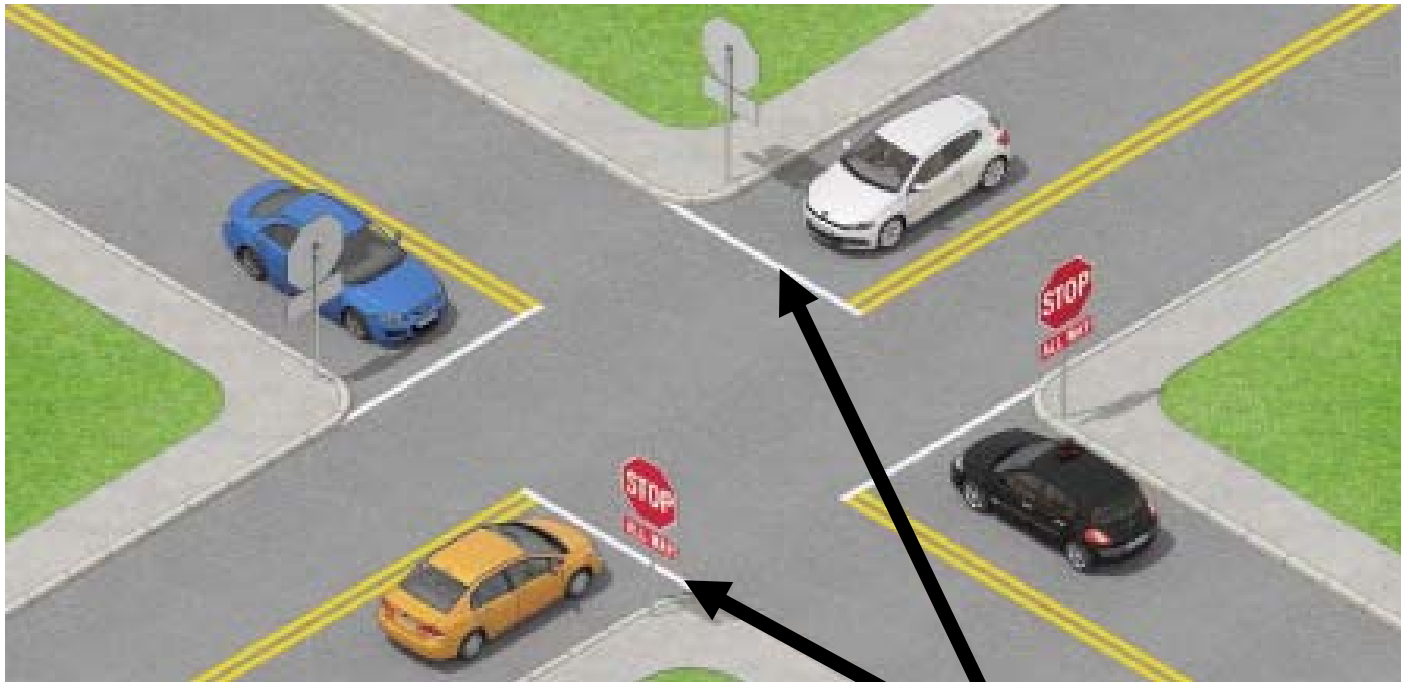
Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

1. **Whether marked or unmarked, legal crosswalks exist at all legs of all intersections** where sidewalks normally exist, including T-intersections, except where closed and appropriately signed.
2. As defined in Minnesota State Statute Chapter 169, **motorists are required to stop for pedestrians who have entered a legal crosswalk** at any intersection, regardless of whether crosswalk markings are present, until the pedestrian has passed the lane in which the vehicle is stopped.
3. Pedestrians are also permitted to cross the street between intersections, provided they yield right of way to vehicles, and they do not cross between adjacent intersections with traffic signals.
4. Marking a crosswalk will not necessarily increase the safety for pedestrians crossing the roadway. Some studies have found that crosswalk markings can create a false sense of security in a pedestrian, and markings do not necessarily result in higher compliance with vehicles stopping for pedestrians.

ALL WAY STOP CONTROL AND SIGNALIZED INTERSECTIONS

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

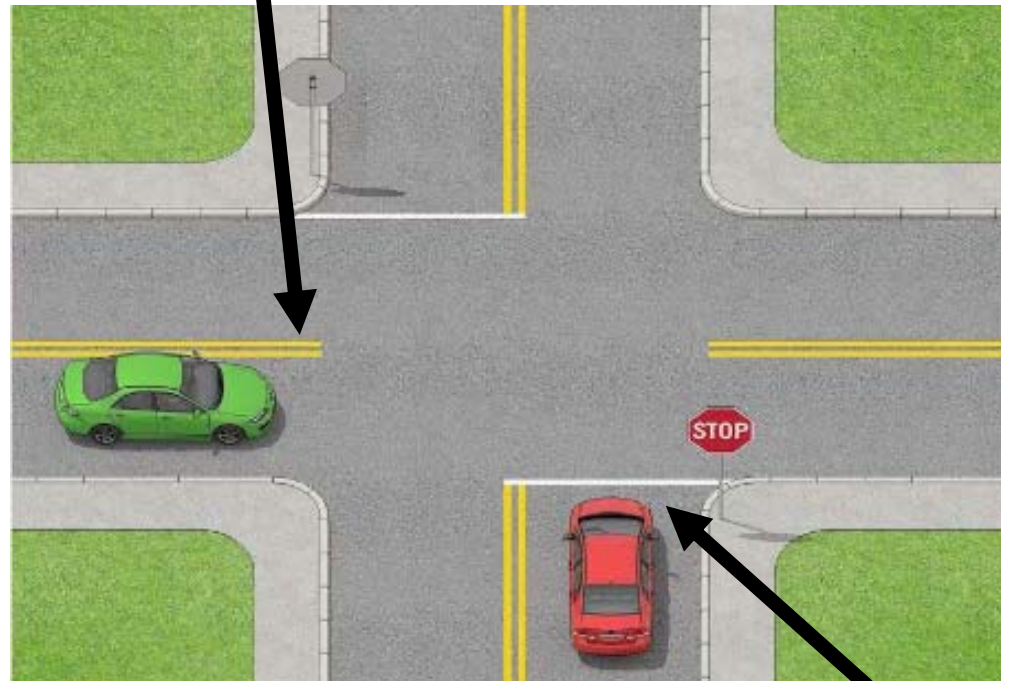
1. It is the City Policy that crosswalks should be **marked at all legs if a sidewalk or shared use path exists at the intersection.**



All way stop control
( stop sign or  traffic signal)

1. It is the City Policy that crosswalks should **remain unmarked at side-street stop control intersections**, unless the crossing directly serves a key destination.

Uncontrolled crossing



Side-street stop control

ROUNDBABOUTS

1. It is the City Policy that crosswalks at roundabouts should be marked in accordance with roundabout engineering design.

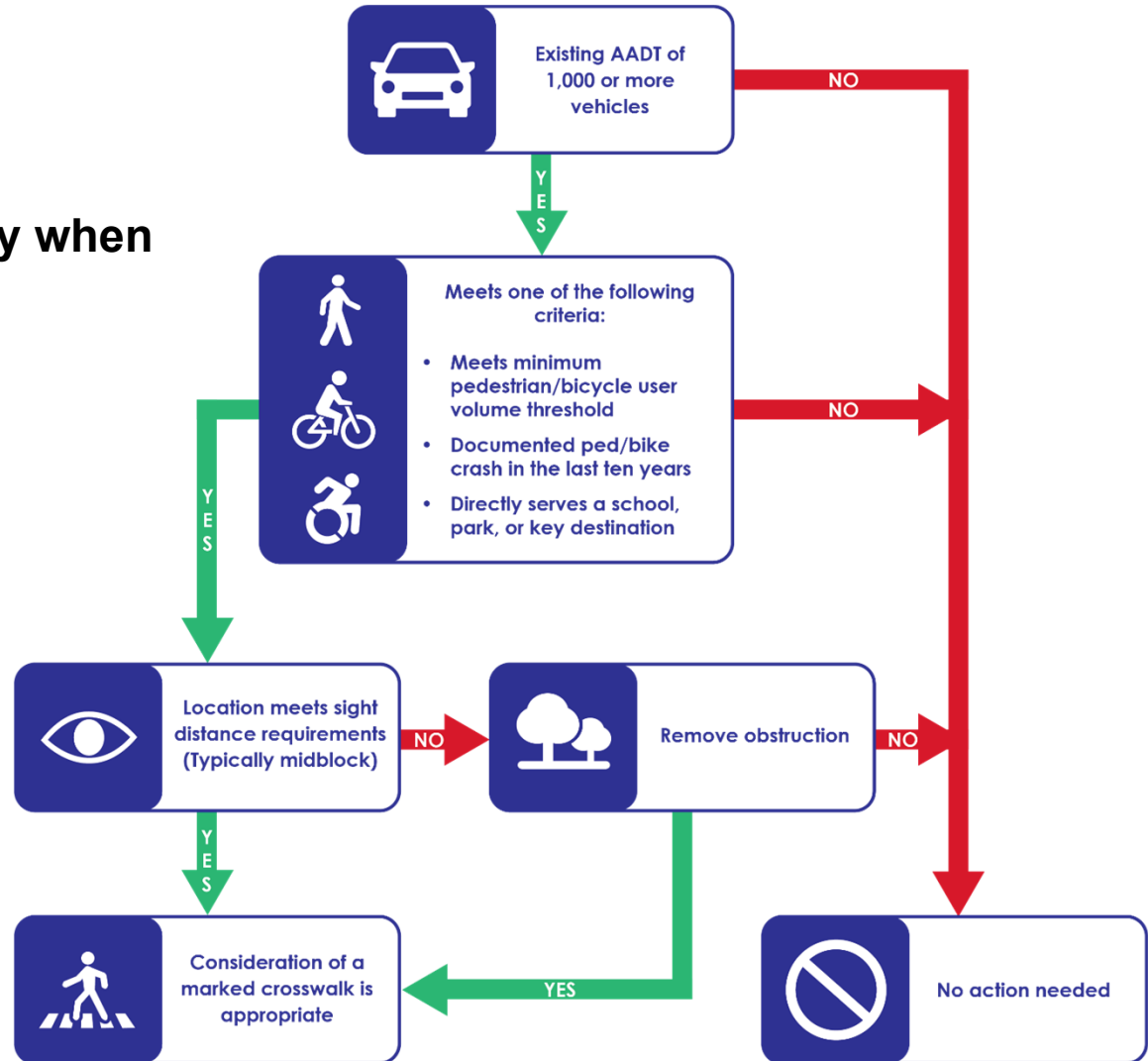
MID-BLOCK CROSSINGS

1. The use of mid-block, uncontrolled crosswalks is **generally discouraged** unless an engineering study determines a specific need for this type of crosswalk. If permitted and established by the City, **midblock crosswalks will be marked** and may include additional safety features and enhancements as determined by an engineering evaluation and the Public Works Director.

UNCONTROLLED INTERSECTION

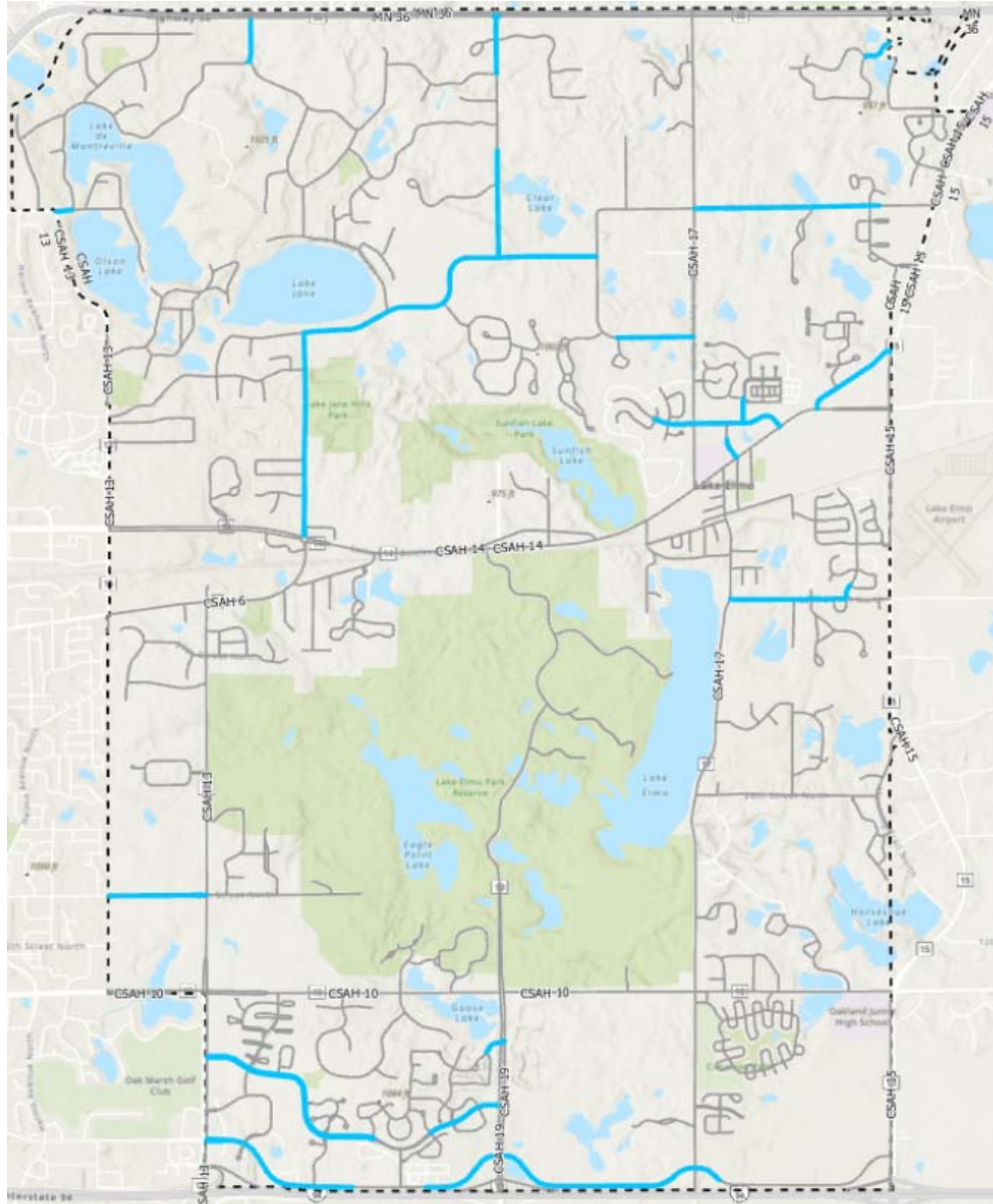
Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

1. Crosswalk will be marked only when meeting flowchart criteria.



MINIMUM VEHICLE VOLUME

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations



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- Existing **AADT $\geq 1,000$ vehicles per day** (industry standard)
- Only considered streets owned by the city
- 16.2 miles of city streets

MINIMUM PEDESTRIAN AND BICYCLE VOLUMES

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

Minimum pedestrian/bicycle volume threshold must meet one or more of the following criteria:

- ☐ 20 ped/bicycle crossings in 1 of the 4 hrs
- ☐ 15 ped/bicycle crossings in 2 of the 4 hrs
- ☐ 10 ped/bicycle crossings in 3 of the 4 hrs
- ☐ 5 ped/bicycle crossings in 4 of the 4 hrs



PEDESTRIAN CRASH HISTORY

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

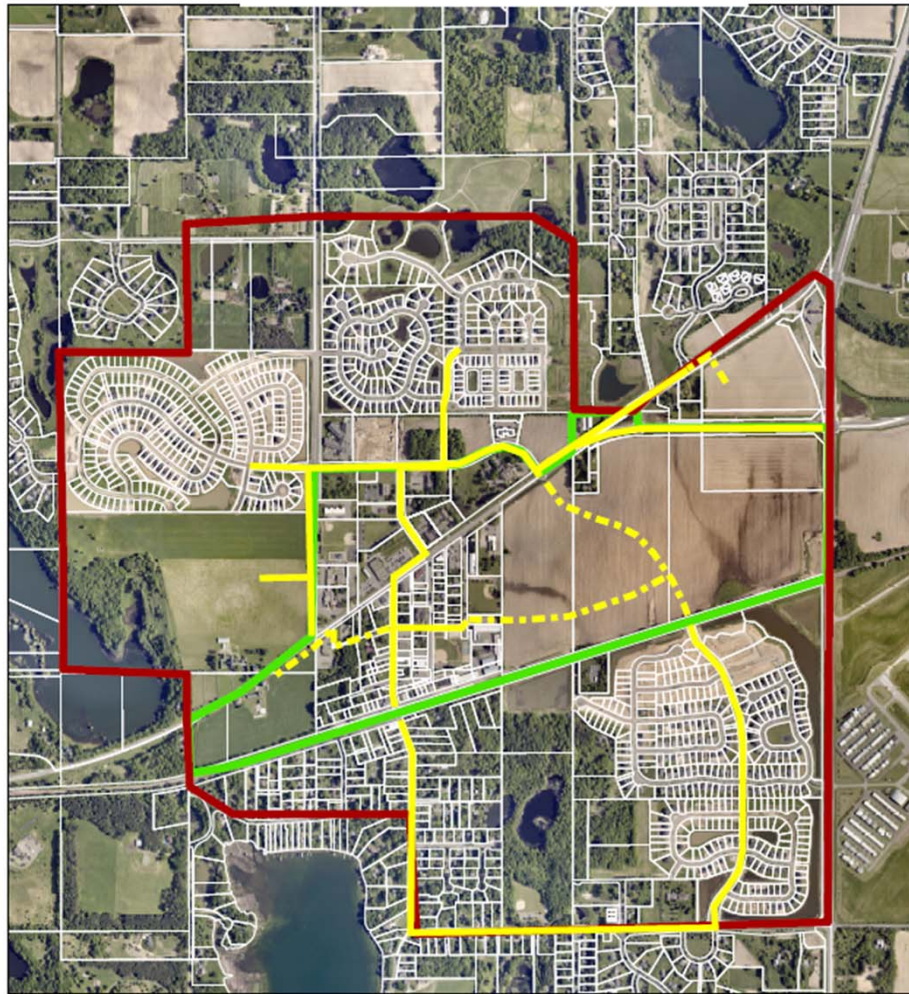
- Using reported crashes from the Department of Public Safety involving a pedestrian or bicyclist.
- Considers only reported crashes reactively, is not a proactive measurement.

**All bicycle and pedestrian crashes in the last 10 years in Lake Elmo took place on County Highway System*



Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

OLD VILLAGE KEY WALKING/BICYCLE DESTINATION ROUTES



- Old Village Area (designated route)
- Schools (adjacent)
- Parks (adjacent)

0 0.125 0.25 0.5 Miles

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- Curves, hills, and other objects (e.g., trees) can reduce a driver's sight of people crossing the roadway. Adequate distance for a car to stop at the roadway's speed is critical.
- **If an obstruction cannot be removed, then that crossing location cannot be implemented.**



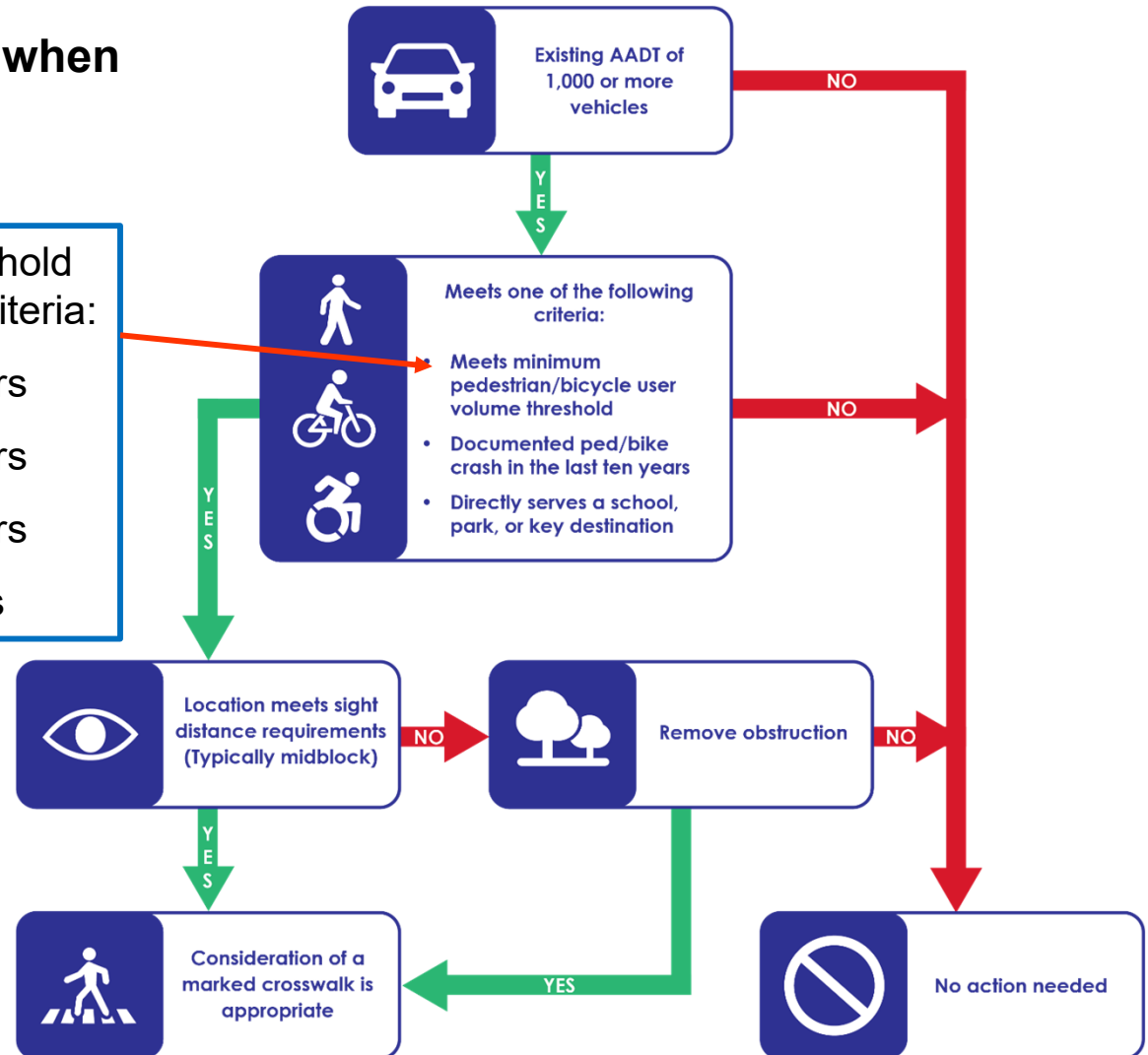
Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

1. Crossing Evaluation Process, including Data Collection
2. Minnesota State Statute
3. Crosswalk Marking Definitions
4. Crossing Control Definitions
5. Crossing Infrastructure Treatments

1. Crosswalk will be marked only when meeting flowchart criteria.

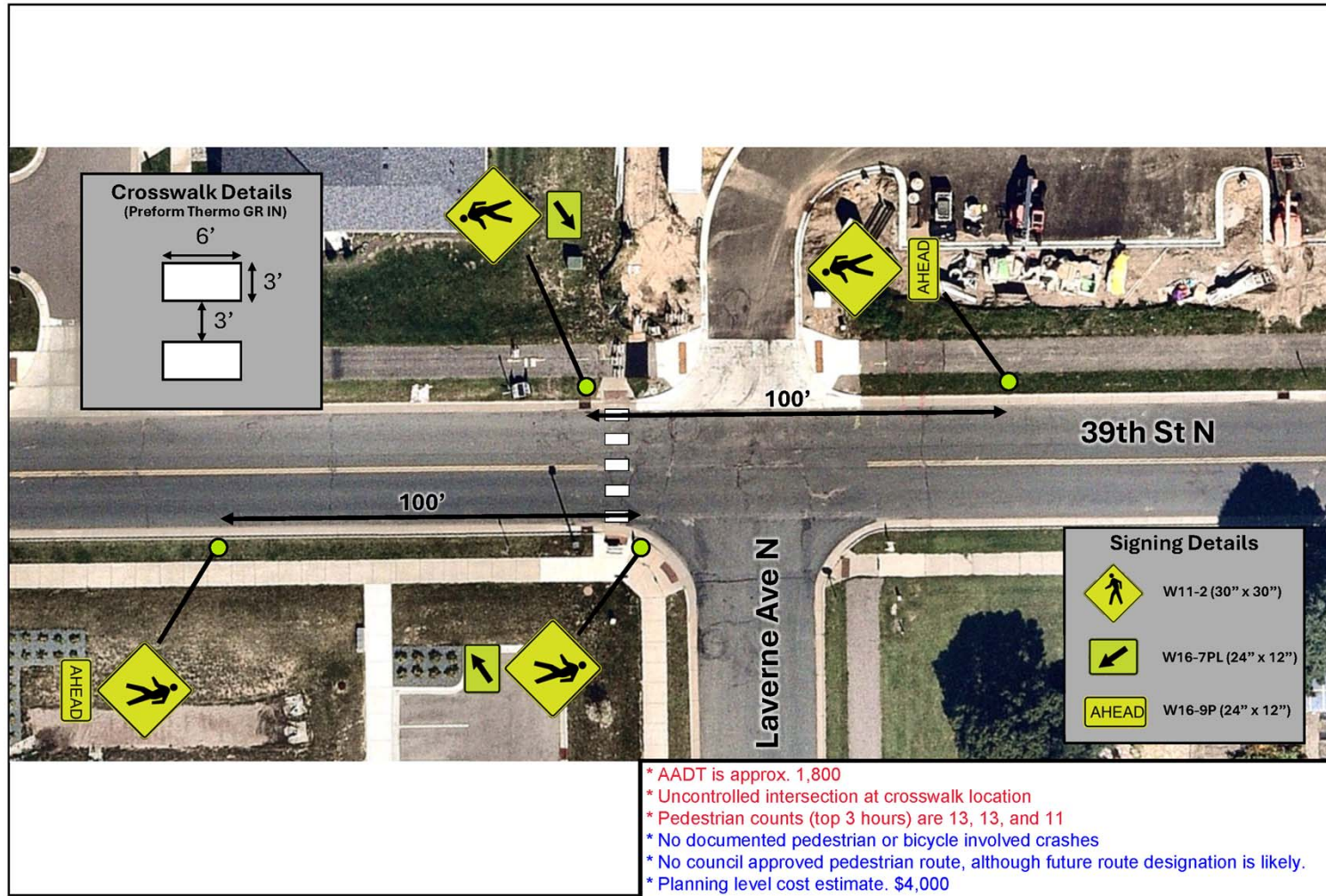
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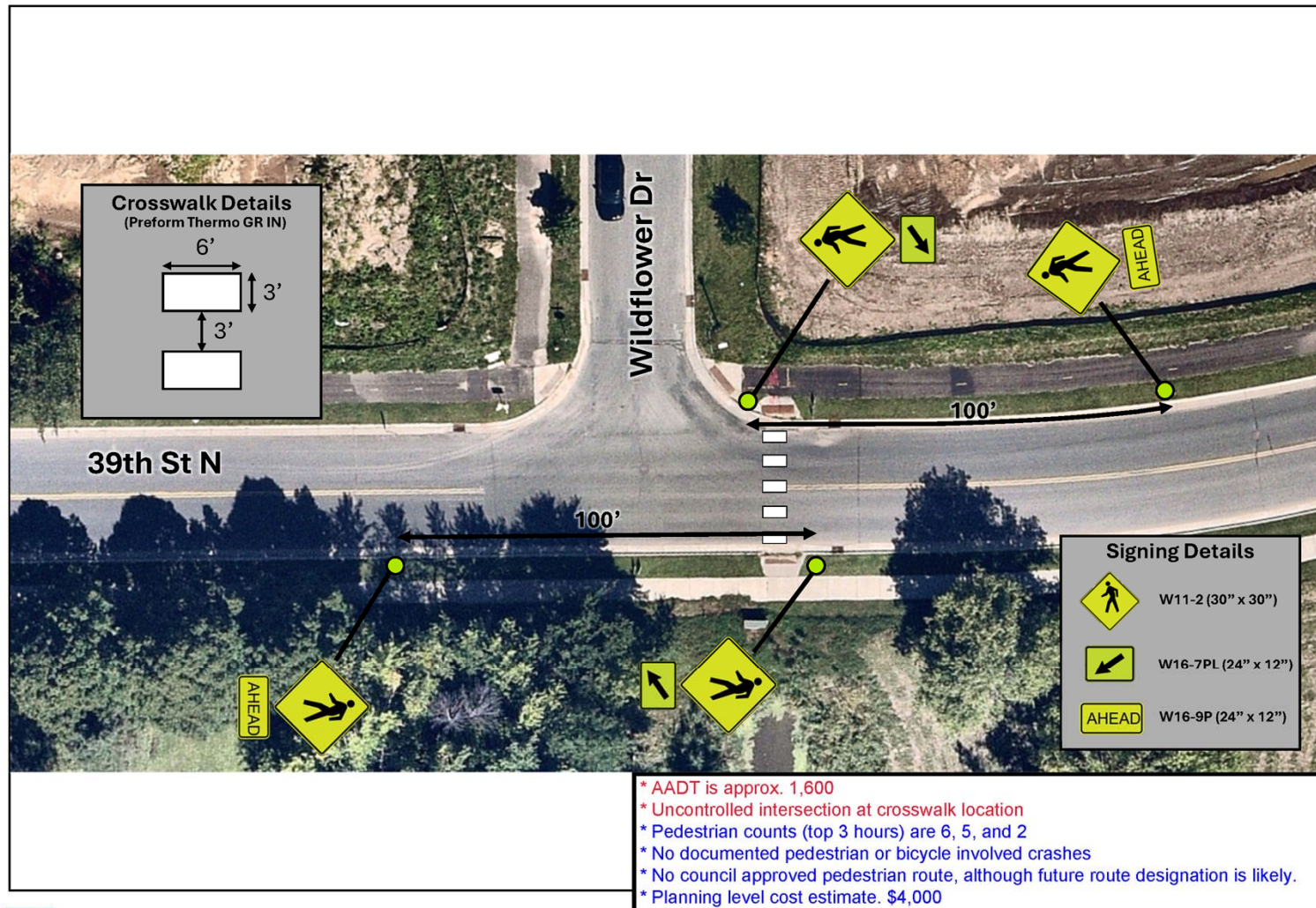
CROSSWALK MARKING IMPROVEMENTS

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CROSSWALK MARKING IMPROVEMENTS

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REQUESTED COUNCIL ACTION

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

Staff is recommending that the City Council consider approving the Pedestrian Crosswalk Policy dated December 2024, and Crosswalk Marking Recommendations for the intersections at 39th Street North and Laverne Avenue North; and at 39th Street North and Wildflower Drive.

QUESTIONS?

Pedestrian Crosswalk Policy and Crosswalk Marking Recommendations

