

**CITY OF LA VISTA
MAYOR AND CITY COUNCIL REPORT
JULY 21, 2020 AGENDA**

Subject:	Type:	Submitted By:
COUNCIL POLICY STATEMENT PEDESTRIAN CROSSWALK MARKING POLICY	◆ RESOLUTION ORDINANCE RECEIVE/FILE	PAT DOWSE CITY ENGINEER

SYNOPSIS

A resolution has been prepared to adopt a policy for the installation of crosswalk markings requested by the public. Policy establishes criteria for the evaluation, installation and maintenance of marked crosswalks as requested by the public.

FISCAL IMPACT

There are no immediate fiscal ramifications, however if additional crosswalks are designated to be marked, there will be an increase to the overall costs to install and maintain the additional marking locations.

RECOMMENDATION

Approval

BACKGROUND

Public Works has created a policy for crosswalk markings as a mechanism to evaluate requests for crosswalk marking at locations requested by the public. Adopting a policy standardizes the way in each request is evaluated as well as provides for input from the adjoining properties.

RESOLUTION NO. _____

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF LA VISTA, NEBRASKA, APPROVING A COUNCIL POLICY STATEMENT.

WHEREAS, the City Council has determined that it is necessary and desirable to create Council Policy Statements as a means of establishing guidelines and direction to the members of the City Council and to the city administration in regard to various issues which regularly occur; and

WHEREAS, criteria for the evaluation, installation, and maintenance of marked crosswalks as requested by the public are being recommended; and

WHEREAS, a Council Policy Statement entitled "Pedestrian Crosswalk Marking Policy" has been created and reviewed by the Public Works Department;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Council of La Vista, Nebraska, do hereby approve a Council Policy Statement entitled "Pedestrian Crosswalk Marking Policy" and do further hereby direct the distribution of said Council Policy Statement to the appropriate City Departments.

PASSED AND APPROVED THIS 21ST DAY OF JULY, 2020.

CITY OF LA VISTA

Douglas Kindig, Mayor

ATTEST:

Pamela A. Buethe, CMC
City Clerk

CITY OF LA VISTA

COUNCIL POLICY STATEMENT

PEDESTRIAN CROSSWALK MARKING POLICY

Issued: (Date TBD)

Resolution No. : (Pending)

1. Introduction

Marked crosswalks meeting the following criteria are installed and maintained by Public Works:

- School crossings as designated by each school facility
- Signalized intersections with pedestrian signals
- Intersections with high crash rates involving pedestrians
- Locations requested by residents meeting the requirements as described in Section 3 of this policy.

2. Design Standards

Crosswalk markings shall comply with the standards as set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

Locations where decorative crosswalks have been installed will not be considered for standard crosswalk markings.

No Crosswalks shall be installed at an unsignalized location unless the motorist has an unrestricted view of the pavement surface consistent with the Stopping Sight Distance as defined by AASHTO's *A Policy on Geometric Design of Highways and Streets*, current edition.

3. Requests for Marked Crosswalks

In order to evaluate requests for marked crosswalks and to preserve effectiveness of marked crosswalks by avoiding overuse, the following process and criteria shall be applied:

- There is a requirement to circulate a petition to the property owners within 300 feet of the proposed marked crosswalk location. Petitions need to have greater than two-thirds affirmative support (based on the number of parcels and at least one owner or resident signature per parcel, one parcel is one vote) in order for a crosswalk request to be evaluated.
- Crosswalk locations shall meet the following qualifications:
 - There shall be at least 1,000 vehicles per day (average daily traffic) at the crosswalk location(s). Current traffic counts will be taken by Public Works if the petition is valid.
 - There shall be at least 10 crossings by individuals or groups of pedestrians in the hour of maximum vehicle-pedestrian conflict. Such hour will be determined by Public Works based on field observations.

- The proposed crosswalk location shall be at least 1320 feet from another marked crosswalk.
- In commercial/industrial locations the petition process shall be followed for all businesses located within 300 feet of a proposed crosswalk locations. One signature of a business owner or manager is required per business. The qualifications listed above are applicable.
- Requests for Marked Crosswalks may require additional measures and/or warning signage be installed as part of the crosswalk markings; therefore, project may need to be programmed and/or further designed. Public Works Director reserves the right to recommend crosswalk(s) not be installed, and/or installation be delayed until crossing design, construction and maintenance activities can be properly programmed.
- Locations may require further review and/or recommendation for additional measures and/ or re-routing of crossings as to more closely align with pedestrian and/or driver expectations, as well as account for other environmental and/or site condition considerations. Public Works Director reserves the right to further evaluate the location as requested and make a recommendation as to approve or deny any requested crosswalk marking location(s).
- Crosswalks spanning into neighboring jurisdictions will be required to be reviewed and approved by the neighboring jurisdiction prior to the crosswalk being marked and/or other measures being constructed. Maintenance by the neighboring agency to be consistent with any applicable maintenance memorandum of understanding(s), and/or typical shared maintenance practice(s) between jurisdictions.

4.Subsequent Requests

A proposed crosswalk location will not be evaluated by Public Works more than once per 12-month period.

5. Maintenance Interval

Crosswalks are typically repainted one time per 12-month period.

6. Periodic Evaluation

From time to time, based upon changes in traffic patterns, pedestrian trip generation, and/or other situations and/or conditions that change the intervals of pedestrian/vehicle interaction, crosswalk sites may be re-evaluated by Public Works as to be determined if the crosswalk should no longer be marked and/or maintained as marked crosswalk.

End