City of Mankato

Crosswalk Marking Policy

Background

The city of Mankato strives to provide safe and efficient movement of people, goods, and services throughout the city. It shall be the policy of the city of Mankato to provide for safe pedestrian crossings along public streets by installing and maintaining marked crosswalks at all locations where there is substantial conflict between vehicle and pedestrian movements.

A marked crosswalk is any crosswalk that is delineated by markings placed on the pavement for the purpose of directing pedestrians to use a particular location to cross the street.

General

Pedestrians, as well as motorists, within the state of Minnesota have rights and responsibilities when traveling along or across roadways. It is important to recognize that all intersections are, by default, legal crosswalks and thereby drivers are required to yield to pedestrians. Pedestrians are urged to cross with caution in any street crossing, marked or unmarked.

Marked crosswalks are viewed as "safety devices" and pedestrians have the right of way within them. There is strong evidence that this fact prompts many pedestrians to feel overly secure when using a marked crosswalk. As a result, pedestrians will often place themselves in a hazardous position by believing that a motorist can and will stop in all cases, even when it may be impossible to do so. In contrast, a pedestrian using an unmarked crosswalk generally feels less secure and less certain that motorists will stop and will, therefore, exercise more caution before crossing. Marked pedestrian crossings at intersections will have the effect of lowering the effective rate of compliance at similarly marked intersections.

Some responsibilities of motorists and pedestrians when crossing roadways or approaching crosswalks:

- When traffic control signals are not in place or in operation, a driver must stop when a pedestrian is in the crosswalk. In this type of situation, a driver can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.
- When a vehicle is stopped at a marked crosswalk, or at an intersection with no marked crosswalk, to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.
- A pedestrian must not enter a crosswalk if a vehicle is approaching. There is no defined distance but the pedestrian must use common safety sense. The law states: "No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield."
- At crossings with traffic control signals, pedestrians shall be subject to obeying the traffic signals.
- When crossing between intersections, every pedestrian crossing a roadway at a point other than within a marked crosswalk, or at an intersection with no marked crosswalk, shall yield the right of way to all vehicles on the roadway.
- Pedestrians, or a person in a wheelchair using the shoulder of the road, shall walk or move along the left side of the roadway facing oncoming traffic. Where sidewalks are provided, and accessible and usable, it shall be unlawful for a pedestrian or person in a wheelchair to use the roadway.

Note: See ***Minnesota State Statutes 169.21 Pedestrian Law*** for more information pertaining to the rules of pedestrians and motorists.

Process

Residents of Mankato may make a request pertaining to a pedestrian safety concern to the city engineering department. A contact person will work with the requestor and gather the pertinent facts, define the problem, and seek a solution. Those facts will be reviewed by the Site Plan/Traffic Advisory Committee, which will make a determination regarding the matter and contact the requestor. In the event the requestor disagrees with the determination, additional information or facts that are persuasive as related to the city warrants/policies for the requested issue can then be brought before the Multi-Modal Committee. This committee will make a recommendation to the city council. Interested parties will be notified of this council meeting and may attend and express their concerns. In all cases, the city council will make the final decision.

Policy

1. All crosswalks installed shall conform to the Minnesota Manual on Uniform Traffic Devices (MUTCD)
2. All marked crosswalks shall lead from one safe landing zone to another. A safe landing zone is considered as an area where a pedestrian is safe from vehicle conflict while waiting to cross or when finished crossing. This may include curb and gutter modifications and a concrete ramp installation meeting Proposed Right of Way Accessibility Guidelines (PROWAG) requirements.
3. Pedestrian crosswalks shall only be placed in an area that has in excess of 20 pedestrians crossing for a maximum of two hours during any average eight-hour period.
4. Mid-block crosswalks shall be avoided whenever possible, because mid-block crossings generally are not expected by motorists. Only special circumstances warrant their creation.
5. Crosswalks shall be placed in areas where there is sufficient stopping sight distance for the posted speed limit and be lighted for nighttime use on higher functional classification streets.
6. Pedestrian crosswalks shall not be located on arterial streets or streets with speeds greater than 30 mph unless in conjunction with signalization.
7. Any of the following conditions may warrant marked pedestrian crosswalks:
    a. Locations adjacent to schools and up to one block away, to establish routes to and from school.
    b. Locations where walking school bus (WSB) routes to and from school exist. These routes need to be requested by the school on a yearly basis prior to the start of the school year.
    c. Locations adjacent to public parks.
    d. Locations along designated trail systems.
    e. Locations adjacent to community centers, libraries, and other high use public facilities.
    f. Locations where accident records, pedestrian volume, sight obstructions, or demographic analysis - such as where a significant number of handicapped persons or senior citizens cross the street - warrant the installation.
    g. Locations within the City Center core blocks.

Maintenance

The city of Mankato will inspect all crosswalk markings at least once a year and replace as necessary. Markings for crosswalks in school zones shall be inspected prior to the beginning of the school year and replaced as necessary.

Adopted by City Council May 23, 2011