

## Village of Mount Prospect Policy on Crosswalks

### Introduction

Crosswalks are to be used to provide greater visibility of pedestrians near high pedestrian areas. They should not be used indiscriminately. Crosswalks at signalized intersections and across intersectional approaches on which traffic stops, serve primarily to guide pedestrians in the proper paths. Crosswalks across roadways on which traffic is not controlled by traffic signals or Stop signs, serve to warn the motorist of a pedestrian crossing point. At non-intersectional locations, these markings legally establish the crosswalk.

In order to be effective, crosswalks are not to be used everywhere but rather in certain applications only. Crosswalks are to be marked at intersections where there is substantial conflict between vehicle and pedestrian movements. Marked crosswalks should also be provided at other appropriate points of pedestrian concentration where pedestrians could not otherwise recognize the proper place to cross. It is important that sidewalk be provided to the edge of roadway before considering installation of crosswalks.

### Locations

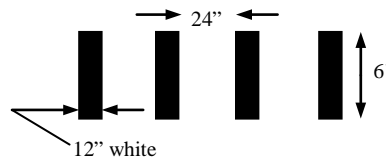
The following high pedestrian areas where pedestrian routes have been established are to be considered for crosswalks:

- Schools
- Churches
- Parks
- Business districts
- Intersections involving arterial streets
- Other areas determined by Staff on a case-by-case basis

### Design

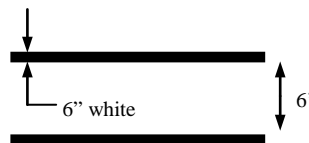
For those crossings immediately adjacent to the above high pedestrian areas, across arterial streets and at midblock crossings, the following design is to be used for installation:

- 12" wide white bars
- 24" gap
- 6' in length



For other established pedestrian routes near the above high pedestrian areas and/or across local/collector streets intersecting an arterial street, the following design is to be used for installation:

- 6" wide white lines
- 6' apart



### Consideration

Staff is to investigate each request for a crosswalk prior to making a final decision. Crosswalks may be considered at the request of a resident, school, church, business or solely at the recommendation of Staff. However, when considering crosswalks near schools, Staff should consult with school administration to determine if the crossing is part of an established route and/or perform a pedestrian count study before making a final decision. When considering crosswalks across arterial streets, pedestrian signals ought to exist or should be evaluated (if they do not) along with other safety measures.

### **Existing Crosswalks**

Existing crosswalks that are not warranted may be removed only at the direction of the Director of Public Works. Else, they are to remain but are not to be restriped as part of the annual striping contract or street resurfacing/reconstruction project. Existing crosswalks that do not meet the design guidelines are to be modified at the time of the annual striping contract or street resurfacing/reconstruction project, whichever comes first.

### **Exemptions**

The Director of Public Works, at his/her discretion, may authorize removal of an existing crosswalk or installation of a new crosswalk inconsistent with the policy.