

ILLINOIS CROSSWALK LAWS, CURRENT DEFINITIONS & RULES

Sec. 1-113. Crosswalk.

(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the highway, that part of the highway included within the extension of the lateral line of the existing sidewalk to the side of the highway without the sidewalk, with such extension forming a right angle to the centerline of the highway;

(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface placed in accordance with the provisions in the Manual adopted by the Department of Transportation as authorized in Section 11-301.

Sec. 11-1002. Pedestrians' right-of-way at crosswalks.

(a) When traffic control signals are not in place or not in operation the driver of a vehicle shall stop and yield the right-of-way to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger.

(b) No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a moving vehicle which is so close as to constitute an immediate hazard.

(c) Paragraph (a) shall not apply under the condition stated in Section 11-1003 (b).

(d) Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

(e) Whenever stop signs or flashing red signals are in place at an intersection or at a plainly marked crosswalk between intersections, drivers shall yield right-of-way to pedestrians as set forth in Section 11-904 of this Chapter.

Sec. 11-1003. Crossing at other than crosswalks.

(a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) No pedestrian shall cross a roadway intersection diagonally unless authorized by official traffic-control devices; and, when authorized to cross diagonally, pedestrians shall cross only in accordance with the official traffic-control devices pertaining to such crossing movements.

(e) Pedestrians with disabilities may cross a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk where the intersection is physically inaccessible to them but they shall yield the right-of-way to all vehicles upon the roadway.

Sec. 11-1003.1. Drivers to exercise due care.

Notwithstanding other provisions of this Code or the provisions of any local ordinance, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian, or any person operating a bicycle or other device propelled by human power and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused, incapacitated or intoxicated person.

VILLAGE OF PALATINE

CROSSWALK POLICY AND INSTALLATION CRITERIA

Crosswalk markings serve primarily to guide pedestrians in proper and safe paths across roadways. Crosswalk markings should not be used indiscriminately but at those locations where there is substantial conflict between vehicle and pedestrian movements. Crosswalk markings should meet the following objectives;

- To help pedestrians orient themselves and find their way across complex intersections.
- To provide the shortest route across an intersection.
- To provide a route with the least exposure to vehicular traffic and potential conflicts.
- To prevent vehicular traffic from blocking the pedestrian path.

SIGNALIZED INTERSECTIONS

Recommended only at those intersections:

1. Where there are pedestrian signals and only for those legs that have pedestrian signals.
2. Crosswalk markings and signage shall meet the current edition of the Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD) standards.

STOP CONTROLLED INTERSECTIONS

- Recommended only at those intersections where:
 1. There is a higher than normal pedestrian crossing activity.
 2. They are along routes where pedestrians normally take to destinations such as, schools, parks, transportation centers, commercial centers etc.
 3. Where unusual site conditions exist that the pedestrian exposure, average daily traffic (ADT), posted speed limit, geometry or other conditions would make the use of crosswalks necessary for traffic/pedestrian safety and mobility.
 4. Crosswalk markings and signage shall meet the current MUTCD standards.

UNCONTROLLED INTERSECTIONS

As numerous traffic studies particularly the US Department of Transportation's "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Intersections" FHWA publication #HRT-04-100, have shown no measurable safety benefit of marked crosswalks at these locations and in some cases may be less safe. Given that current state crosswalk laws (Sec-11-1002) dictate how pedestrians and motorists shall react within a crosswalk whether marked or unmarked and so as not to unnecessarily cause a pedestrian to have a false sense of security and possibly place themselves in a hazardous position in respect to vehicular traffic the indiscriminate use of marked crosswalks at uncontrolled intersections should be avoided except;

1. For designated school crossings that are marked and signed in accordance with the current MUTCD standards.
2. For designated bike crossings that are marked and signed in accordance with the current MUTCD standards.
3. When unusual site conditions exist that would make the use of crosswalks necessary for traffic/pedestrian safety and mobility.

Crosswalks at uncontrolled intersections across multi-through lane roadways are at a higher risk of a type of high-energy pedestrian crash termed a "Multiple Threat Crash". This type of accident occurs when a motorist stops to let a pedestrian cross, but too close to the crosswalk, masking visibility of the adjacent travel lane. A motorist proceeding in the adjacent lane doesn't notice that the first vehicle has stopped to let a pedestrian cross. The pedestrian continues to cross, doesn't see the other vehicle coming, which can result in a high speed crash. These crashes usually result in fatalities or very serious injuries. Therefore the use of marked crosswalks at uncontrolled intersections should be avoided at all costs on multi-through lane roadways except;

1. For designated school crossings that are marked and signed in accordance with the current MUTCD standards.
2. For designated bike crossings that are marked and signed in accordance with the current MUTCD standards.
3. When unusual site conditions exist that would make the use of crosswalks necessary for traffic/pedestrian safety and mobility.

In those cases where a marked crossing is necessary at an uncontrolled intersection on a multi-through lane roadway, advance stop markings and signage shall be used and conform to the following standards;

1. Crosswalk markings and signage shall meet the current MUTCD standards.
2. An advance stop bar meeting the current MUTCD standards shall be placed 50-feet in advance of the crosswalk unless the posted speed would dictate a greater distance.
3. The advance stop line shall be supplemented with "Stop Here For Pedestrians" signs (R1-5 or R1-5a) to alert motorists where to stop to let pedestrians cross.
4. Parking shall be prohibited within the advance stop area.

MID-BLOCK CROSSWALKS

As numerous traffic studies particularly the US Department of Transportation's "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Intersections" FHWA publication #HRT-04-100, have shown no measurable safety benefit of marked crosswalks at mid-block locations and in many cases may be dangerous because crosswalks at non-intersection locations are generally unexpected by a motorist. Given that current state crosswalk laws (Sec.11-1003) dictate how pedestrians shall act crossing a roadway at a location other than in a crosswalk, and so as not to unnecessarily cause a pedestrian to have a false sense of security and possibly place themselves in a hazardous position in respect to vehicular traffic, the use of marked crosswalks at mid-block locations should always be avoided except;

1. For designated school crossings that are marked and signed in accordance with the current MUTCD standards.
2. For designated bike crossings that are marked and signed in accordance with the current MUTCD standards.
3. When unusual site conditions exist that would make the use of crosswalks necessary for traffic/pedestrian safety and mobility.

Crosswalks across multi-through lane roadways at mid-block locations are at a higher risk of a type of high-energy pedestrian crash termed a "Multiple Threat Crash". This type of accident occurs when a motorist stops to let a pedestrian cross, but too close to the crosswalk, masking visibility of the adjacent travel lane. A motorist proceeding in the adjacent lane doesn't notice that the first vehicle has stopped to let a pedestrian cross. The pedestrian continues to cross, doesn't see the other vehicle coming, which can result in a high speed crash. These crashes usually result in fatalities or very serious injuries. Therefore the use of marked crosswalks at mid-block locations should be avoided at all costs on multi-through lane roadways except;

1. For designated school crossings that are marked and signed in accordance with the current MUTCD standards.
2. For designated bike crossings that are marked and signed in accordance with the current MUTCD standards.
3. When unusual site conditions exist that would make the use of crosswalks necessary for traffic/pedestrian safety and mobility.

In those cases where a mid-block crossing is necessary on a multi-through lane roadway, advance stop markings and signage shall be used and conform to the following standards;

1. Crosswalk markings and signage shall meet the current MUTCD standards.
2. An advance stop bar meeting the current MUTCD standards shall be placed 50-feet in advance of the crosswalk unless the posted speed would dictate a greater distance.
3. The advance stop line shall be supplemented with "Stop Here For Pedestrians" signs (R1-5 or R1-5a) to alert motorists where to stop to let pedestrians cross.
4. Parking shall be prohibited within the advance stop area.