



## MEMORANDUM

**TO:** Mayor Tod Satterthwaite and Members of the City Council  
**FROM:** William R. Gray  
**DATE:** January 20, 2005  
**RE:** Vine and Elm Intersection Safety

At the Tuesday, January 18, 2005 Council Meeting, staff was asked to provide the City policy for marked pedestrian crosswalks at intersections. Officially the Code of Ordinances, Local Traffic Ordinance, Chapter 23 – 48 states, “The city traffic engineer is hereby authorized to designate and maintain by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections where in his [her] opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he [she] may deem necessary.”

Further, our code requires us to adhere to the Manual on Uniform Traffic Code Devices (MUTCD), which states " Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements." Note the word "should" which is not required by law as the word "shall" implies, but only a suggestive term.

Further guidance on marked pedestrian crosswalks includes:

1. The City marks crosswalk lines along elementary school safe walking routes.
2. Marked crosswalks are installed at most intersections with traffic signals.
3. Marked crosswalks are often provided at intersections with stop signs.
4. Marked crosswalks are considered at intersections with high numbers of pedestrians.
5. Marked crosswalks are used to direct pedestrians to the safest place to cross the street and to alert motorists to the possible presence of pedestrians.
6. Marked crosswalks are used if there is little opportunity for pedestrians to cross the street comfortably and reasonably, without feeling rushed by approaching vehicles.
7. Marked crosswalks may be installed in order to direct pedestrians away from a location that has poor visibility or a lot of vehicles.
8. Consideration of a marked crosswalk takes into account the overall effect of the crosswalk on both pedestrians and traffic movements in determining the placement of a marked crosswalk.
9. Marked crosswalks can be used in identified “pedestrian zones,” that is, areas where pedestrian activity is strongly encouraged – such as in the University District.

At this time, pedestrian markings are not included on the west leg of the Elm and Vine intersection.

Please refer to [Sec. 20-86](#) of the City Code of Ordinances. Determination of area—Controlled intersections for a description of determining visibility triangle.



MAIN STREET

ACTUAL SIGHTLINE

VISIBILITY TRIANGLE BY ORDINANCE

CHAMPAIGN CO COURTHOUSE SIGN

ELM STREET

VINE STREET

STOP SIGNS



311'

280'

15'  
20'