

CITY OF PITTSBURGH

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FROM: Amanda Broadwater, P.E. **DEPARTMENT:** Public Works/Bureau of
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DATE: January 28, 2008

SUBJECT: **IN-STREET PEDESTRIAN CROSSING SIGN (R1-6)**
WARRANTS FOR THE CITY OF PITTSBURGH

This memorandum is intended to be a guide for determining when an in-street pedestrian crossing sign may be provided.

Introduction:

Within the City of Pittsburgh, requests are often received for the placement of in-street pedestrian signs. Currently, City staff reviews each request, makes a decision, and then provides written correspondence documenting the supporting information for the decision with no formal guidance and standard placement policy. This memorandum is intended to guide City staff in the decision to provide in-street pedestrian signs, and provide consistency in their use.

Policy:

In-street pedestrian signs will be considered on a case-by-case basis when requests are made to the Department of Public Works. Each location will be observed and reviewed per the following engineering considerations.

Engineering Considerations:

Warrants for in-street pedestrian signs are not provided in the Manual on Uniform Traffic Control Devices (MUTCD). However, PennDOT Publication 236M provides justification for their use and guidance for the placement of in-street pedestrian signs. Information provided in Publication 236M is the basis for the warrants described here.

According to prevailing standards and engineering judgment, in-street pedestrian signs will be considered only when the following criteria are met:

1. The crosswalk is marked.
2. A traffic signal is not present.
3. Adequate sight distance is available.

4. For curbed streets, the width of the roadway must be a minimum of 24 feet. For uncurbed streets, the width of the roadway must be a minimum of 22 feet.
5. The signs must be placed in the middle of the street. For a one-way street, two lanes must be available and the sign must be placed on the white line at the back of the crosswalk (farthest from the intersection). For two-way streets, the sign must be placed on the double yellow line at the back of the crosswalk or at a location that will not interfere with turning vehicles. Locations with a bi-directional left turn lane will not be considered.
6. Turning vehicles will not be adversely impacted by the placement of the sign.
7. The 85th percentile or posted speed is no greater than 30 miles per hour.
8. Substantial pedestrian activity is observed. Substantial activity may be quantified as 40 or more pedestrians utilizing the crossing in any hour.
9. The in-street pedestrian signs must be removed from the street every evening by a designated organization with a responsible individual identified.

The in-street pedestrian signs are required to be removed at night to prevent theft and vandalism. If the signs are provided and then lost, stolen, or vandalized, replacement signs will be provided once, if available. For any additional replacements, a cost will be levied from the organization responsible for the signs.

The in-street pedestrian signs shall not be placed during times of adverse weather. Having the signs in the street would affect the ability of the Department of Public Works to clear snow and ice from the roadway.

If City staff observes repetitive misuse of the signs, the City may remove the signs. Written notice of inappropriate use will be given with suggestions of proper use and placement, prior to removal.

Note that these signs are meant to reinforce the law and not to create law. It is the legal obligation of drivers to yield to pedestrians in crosswalks and the obligation of the pedestrian to ensure the roadway is safe for crossing before entering the street.

AB:cd

cc: Sidney Kaikai, DCP / John Doherty, Law / Guy Costa, DPW/ File

References:

1. U.S. Department of Transportation Federal Highway Administration. The Manual of Uniform Traffic Control Devices for Highway and Streets 2003 Edition including Revision 1 dated November 2004, <http://mutcd.fhwa.dot.gov/pdfs/2003r1/pdf-index.htm>
2. U.S. Department of Transportation Federal Highway Administration. The Effects of Innovative Pedestrian Signs at Unsignalized Locations: a Tale of Three Treatments, August 2000.
3. Commonwealth of Pennsylvania Department of Transportation Bureau of Highway Safety and Traffic Engineering, Handbook of Approved Signs Publication 236M. <ftp://ftp.dot.state.pa.us/public/PubsForms/Publications/PUB%20236M/236M%20Cover.pdf>