

**CITY OF LIBERTY LAKE,
SPOKANE COUNTY, WASHINGTON**

RESOLUTION NO. 19-258

**A RESOLUTION ADOPTING A PEDESTRIAN CROSSWALK AND RECTANGULAR
FLASHING BEACON INSTALLATION POLICY
FOR THE CITY OF LIBERTY LAKE, WASHINGTON**

WHEREAS, public safety is one of the most important responsibilities vested upon public officials, including improving pedestrian safety and enhancing pedestrian mobility; and

WHEREAS, a comprehensive pedestrian safety strategy contains a three-pronged approach of engineering, enforcement, and education programs; and

WHEREAS, the purpose of a pedestrian crosswalk policy is to enable the City of Liberty Lake to respond to crosswalk requests in a manner that improves pedestrian accessibility and maintain public safety; and

WHEREAS, an established policy will assist the City and City staff in making decisions for future safety improvements, including particular locations for crosswalks and installation of certain lighting; and

WHEREAS, one of the strategies that has proven successful in improving pedestrian safety is the installation of rectangular rapid flashing beacons; and

WHEREAS, the City has developed a pedestrian crosswalk and rectangular flashing beacon installation policy to improve public safety.

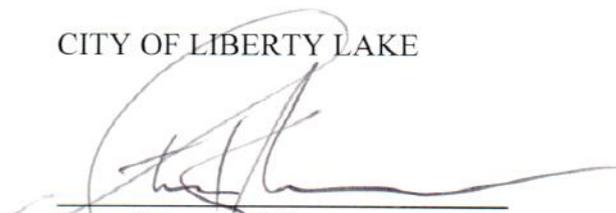
NOW, THEREFORE, be it resolved by the City Council of the City of Liberty Lake, Washington as follows:

Section 1. Pedestrian Crosswalk and Rectangular Flashing Beacon Installation Policy Adopted. The policy for Pedestrian Crosswalk and Rectangular Flashing Beacon Installation is set forth in the document entitled "City of Liberty Lake Pedestrian Crosswalk and Rectangular Flashing Beacon Installation Policy", which is attached hereto as Exhibit "A" and incorporated herein by this reference, is hereby adopted as the official policy for crosswalk and rectangular flashing beacon installation for the City of Liberty Lake.

Section 2. Effective Date. This Resolution shall become effective immediately upon passage by the Liberty Lake City Council.

Adopted this 19th day of November, 2019.

CITY OF LIBERTY LAKE



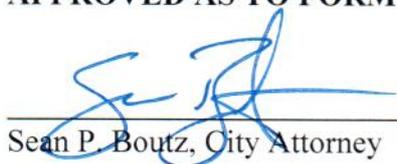
Steve Peterson, Mayor

ATTEST:



Ann Swenson, City Clerk

APPROVED AS TO FORM:



Sean P. Boutz, City Attorney

**City of Liberty Lake
Pedestrian Crosswalk and Rectangular Flashing Beacon Installation Policy**

Purpose

The City of Liberty Lake comprehensive plan identifies pedestrian safety as a community priority. Pedestrian safety strategies can take several different forms. During the annual budget process the council can establish a funding amount specifically for the implementation of pedestrian safety initiatives.

One of the strategies that has proven successful in improving pedestrian safety is the installation of rectangular rapid flashing beacons. Rectangular rapid flashing beacons (RRFB) are user actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crosswalks. They use an irregular flash pattern that is similar to emergency flashers on police vehicles. They may be installed on either a two lane or multi lane roadways.

The pedestrian crosswalk and RRFB installation policy is one of the pedestrian safety strategies in the City of Liberty Lake.

Introduction

The City of Liberty Lake initiated the development of pedestrian crosswalk and RRFB policy to prescribe a formal and transparent process for crosswalk implementation to include the installation of RRFBs. The City regularly receives requests to install crosswalks from residents, businesses, and institutions. However, designing safe pedestrian crossings requires a complex process and technical analysis.

The National Highway Traffic Safety Administration has found that the use of RRFB controlled pedestrian crossings can enhance safety by reducing crashes between vehicles and pedestrians at unsignalized intersections and mid-block pedestrian crossings by increasing driver awareness of potential pedestrian conflicts.

This policy is aimed at improving pedestrian safety and enhancing pedestrian mobility. A comprehensive pedestrian safety strategy contains a three-pronged approach of engineering, enforcement, and education programs.

The purpose of the policy is to enable the City to respond to crosswalk requests in a manner that improves pedestrian accessibility and maintain public safety. It provides information to be used when making decisions about where crosswalks should be located; and where crosswalks should not be located due to safety concerns.

This policy reflects general knowledge of best practices in pedestrian design and safety and are intended to guide City staff in making decisions for future safety improvements, and they may

not incorporate all factors that may be relevant to the pedestrian safety issues in the City. Final implementation of this policy will always involve engineering judgment.

Background and Context

The City has determined that pedestrian safety is a high priority. The goals as they relate to pedestrian safety include:

- a. Promote the development and design of pedestrian facilities that are convenient, safe, attractive, comfortable, interesting, and interconnected to provide continuity of travel.
- b. Reduce the number of pedestrian related accidents.
- c. Condition new development to install appropriate streets, sidewalks, pedestrian access ramps, traffic calming measures, lighting, and related facilities to encourage walking.
- d. Develop a suggested safe route to school plan for all schools in Liberty Lake.
- e. Educate the general public on pedestrian safety.

This policy has a three-pronged approach as follows:

- Accessibility – The crosswalk will be located for convenient pedestrian access.
- Design – The design use and installation of crosswalks show conform to the MUTCD and legal guidelines.
- Safety – The crosswalk must be placed to comply with the ADA Title II requirements.

Site Location Guidelines and Priorities

With priority consideration given to an identified public safety issue, the police chief or his/her designee in conjunction with the city engineer and city administrator will use the following guidelines to determine the priority in locating crosswalks in the City.

- a. Safe routes to schools
- b. Safe routes to City parks
- c. Safe routes to school bus stops located along collectors and arterials
- d. Safe routes to public transportation and transit stops along collectors and arterials
- e. Connecting existing trail systems across collectors and arterials
- f. Creating safe routes to large employment centers
- g. Creating connections to City services
- h. Traffic warrant based on engineering study

Marked and signed crosswalks should not be installed at the following locations.

- a. Within 300 feet of an existing crosswalk (RRFB controlled or not)
- b. Residential streets unless determined to be safe route to school or to connect to a City park

Crosswalk Inventory

An up to date inventory of existing crosswalk locations is an important, efficient approach to identify gaps and deficiencies in the existing pedestrian network. Crosswalks that are RRFB

controlled will be separately identified in the inventory. The City engineer will maintain this inventory.

RRFB Considerations

- a. Except for crosswalks across the approach to or egress from a roundabout, RRFBs should not be used for crosswalks across approaches controlled by yield signs, stop signs, traffic control signals, or pedestrian hybrid beacons
- b. RRFBs are not a substitute for good crosswalk placement design. RRFBs supplement the crosswalk, it is the crosswalk that assigns the right of way to the pedestrian
- c. The City will use a three-step process to determine if RRFBs are justified
 1. Evaluation Process
 2. Priority Worksheet
 3. Decision Matrix

Other Considerations

The City staff shall develop a 5-year plan to locate and prioritize future crossings that follow this policy and shall present the plan annually for council's consideration and approval.

An inventory of existing crosswalks and a review of MUTCS and ADA compliance should be completed by a traffic engineer with recommendations on improving pedestrian safety.

Education, Enforcement, and Encouragement Programs

Education

The following is a list of pedestrian safety practices for educating pedestrians and motorists about safe and lawful behavior:

- Website – provide informational materials relating to pedestrian safety
- Videos – post information such as public service announcements to the City website
- Community Outreach Events – provide opportunities for pedestrian education at community events
- Pamphlets – produce informational materials
- Student Group Involvement – promote pedestrian safety by involving and educating student groups
- Classroom Curricula – collaborate with the local school district to develop pedestrian safety curricula
- Other Materials – develop or provide fun and educational materials for children

Enforcement

The following is a list of pedestrian safety practices for enforcing pedestrian and vehicular right of way laws:

- Officer Training – provide law enforcement officers with full understanding of pedestrian laws and safety practices
- Feedback – provide a method for citizens to alert the City when a public facility is of concern
- Community Enforcement – provide a mechanism for community members to help enforce traffic laws such as a radar reader board check out program
- Adult School Crossing Guards – provide a trained adult to help pedestrians cross the street
- Pedestrian Decoys – target enforcement activities with a staged pedestrian or motorist, targeting motorists or pedestrians who do not comply with traffic laws
- Partnership with Media, Stakeholders, and City Departments – involve various stakeholders in pedestrian education campaigns and efforts

Encouragement

The following are examples of pedestrian safety practices that encourages pedestrians and motorists to engage in safe and lawful behavior:

- Wayfinding – install signage directing pedestrians to designated routes and destinations
- Walking Wednesdays – organize activities by schools and or parents that have students walk to school groups on selected days
- Community Walking Audits – lead or support community members on walks around an area noting positive practices and areas for improvement
- Silver Sneaker Awards – distribute awards encouraging physical activity among seniors
- Incentives/Contests – reward those who work or demonstrate safe walking habits
- Peer to Peer Education – develop a program to educate pedestrians through interaction with peers trained in pedestrian safety

Summary

The City of Liberty Lake is dedicated to pedestrian safety. The National Highway Traffic Safety Administration recognizes the improved safety that is a result of having RRFB controlled crosswalks.

Pedestrian safety requires a three-pronged approach which are engineering, enforcement and education.

This policy establishes the guidelines and priorities for establishing locations where crosswalks should and should not be in the City.