



*"...meeting community needs...enhancing quality of life."*

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Approved by Council on: *2-1-2017*

**CITY OF APPLETON**  
**CROSSWALK MARKING/ ENHANCEMENT POLICY**  
**FOR**  
**UNCONTROLLED CROSSINGS AT INTERSECTIONS**

It shall be the standard practice of the City of Appleton to evaluate the appropriateness of marked crosswalks (and associated treatments) at intersections based on the guidance set forth herein and on the attached, utilizing the most current research conducted by the Federal Highway Administration (FHWA) and the National Cooperative Highway Research Program (NCHRP).

All request to mark an intersection crosswalk will be reviewed by the Traffic Section. Any request that are administratively denied may appeal the decision to the Common Council through the Municipal Services Committee. In all cases, intersection crosswalks shall be signed and marked in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) and the Wisconsin Supplement to the MUTCD.

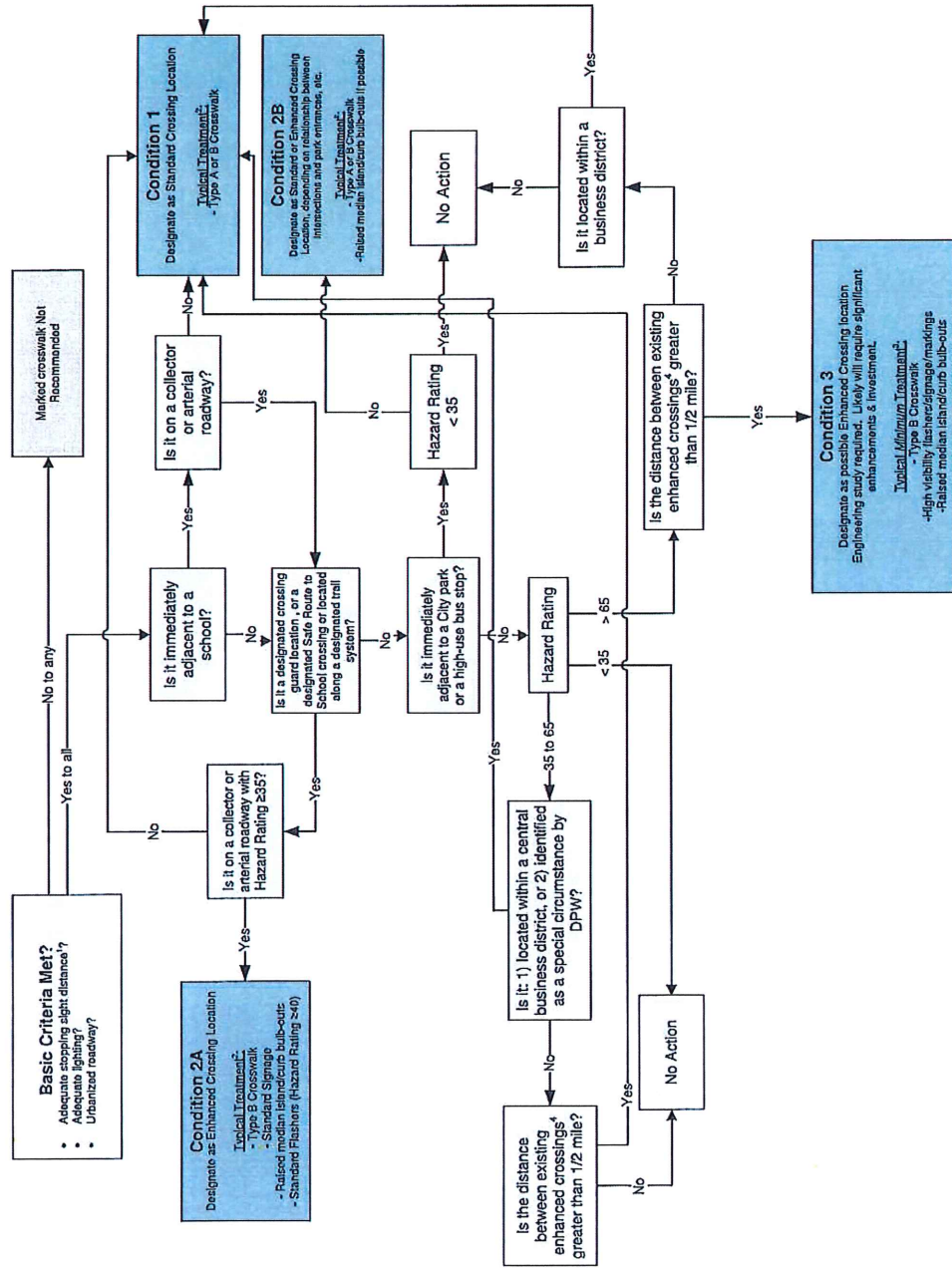


# Crosswalk Installation Evaluation Guidance for Uncontrolled crossings at Intersections

**GENERAL:**

This document is intended to provide guidance only. Each intersection under evaluation shall be reviewed by the Traffic Section on case-by-case basis to ensure context sensitivity and compliance with applicable regulations and design standards. Additionally:

- All crosswalks installed shall conform to the Wisconsin Manual on Uniform Traffic Devices (MUTCD)
- All marked crosswalks shall lead from one safe landing zone to another. A safe landing zone is considered as an area where a pedestrian is safe from vehicle conflict while waiting to cross or when finished crossing. This may include curb and gutter modifications and a concrete ramp installation meeting Proposed Right of Way Accessibility Guidelines (PROWAG) requirements.
- Crosswalks shall be placed in areas where there is sufficient stopping sight distance for the posted speed limit and be lighted for nighttime use on higher functional classification streets.



**NOTES**

- As defined by AASHTO
- Actual treatments to be determined by the Traffic Section on a case-by-case basis.
- Representative minimum treatments. Actual treatments to be determined by the Traffic Section on a case-by-case basis.
- Examples of "enhanced crossings" include: traffic signal, pedestrian hybrid beacon, pedestrian-actuated RRFB systems, and other substantial treatments, or combination of treatments.