

# Crosswalk Policy Revisions & Pedestrian & Bicycle Connection Plans

Presentation to Sanibel City Council  
July 16, 2013



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TRANSPORTATION ENGINEERING/PLANNING

# Outline

- Crosswalk Policy Revisions
  - Minimum Standards
  - Goals and Objectives
- Pedestrian & Bicycle Connection Plans
  - Site 1 – Periwinkle Way & Bailey Road
  - Site 2 – Periwinkle Way & Casa Ybel Road
  - Site 3 – Tarpon Bay Road & Island Inn Road
- Next Steps



# Outline

## > **Crosswalk Policy Revisions**

- Minimum Standards
- Goals and Objectives

## > **Pedestrian & Bicycle Connection Plans**

- Site 1 – Periwinkle Way & Bailey Road
- Site 2 – Periwinkle Way & Casa Ybel Road
- Site 3 – Tarpon Bay Road & Island Inn Road

## > **Next Steps**



# Crosswalk Policy Revisions

## ➤ Identify Minimum Standards for Crosswalks

- Florida Statutes, Chapter 316
- Florida Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Street and Highways (Florida Greenbook)
- Americans with Disability Act (ADA) requirements

## ➤ Focus of Minimum Standards

- Responsibilities of motorists, pedestrians and cyclists at crosswalks
- Provision of ample sight distances at crosswalks
- Signage and pavement markings in accordance with the FHWA Manual on Uniform Traffic Control Devices (MUTCD)
- Provisions for crosswalks at mid-block locations (including lighting)
- Accessibility to pedestrian facilities for disabled persons



# Crosswalk Policy Revisions

## > Goals & Objectives

- Based on latest national guidance and industry practice and contextualized for the City of Sanibel
- Stop-controlled intersection approaches
  - Recommend a marked crosswalk be provided at all stop-controlled intersection approaches on public roads meeting conditions
- Uncontrolled intersection approaches
  - Marked crosswalks at uncontrolled locations should be carefully considered
  - Recommend a series of conditions to be considered, including:
    - Presence of walkway facilities
    - Minimum distance to alternative, controlled crossing
    - Minimum demand
  - Illumination should be considered at uncontrolled crossing locations
  - Additional crosswalk treatments, including the Rapid Rectangular Flashing Beacon (RRFB), may be considered to enhance marked crosswalks at uncontrolled locations



# Crosswalk Policy Revisions

## > Goals & Objectives (continued)

- Mid-block locations (i.e. between intersections)
  - Crosswalks at mid-block locations should be carefully considered on an individual basis
  - Recommend a series of minimum conditions to be considered, including:
    - Presence of walkway facilities
    - Minimum demand
    - Minimum roadway classification
    - Minimum distance to adjacent marked crosswalk
  - Installations should be accompanied by adequate illumination
  - Additional crosswalk treatments, including the Rapid Rectangular Flashing Beacon (RRFB), may be considered to enhance mid-block crosswalks



# Outline

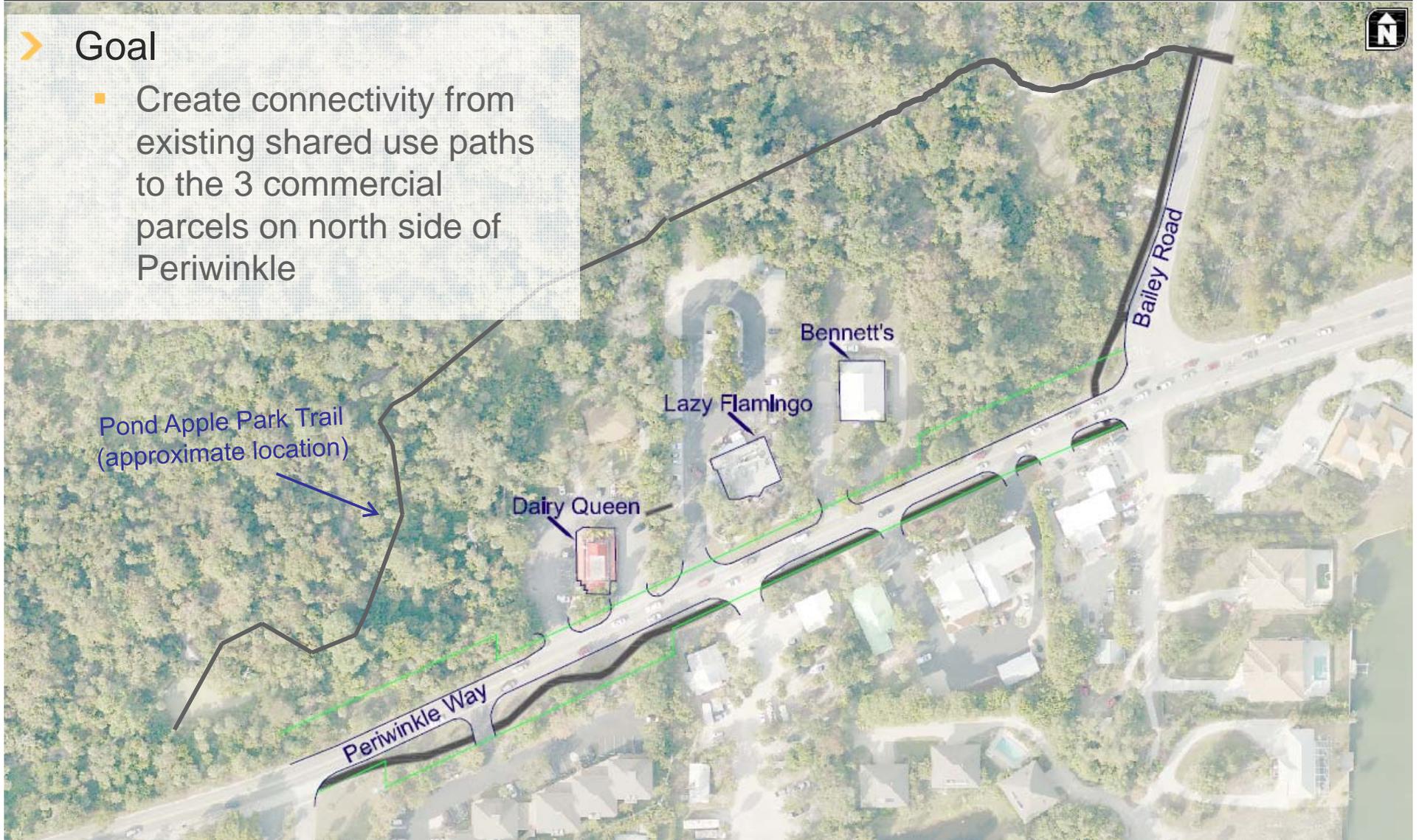
- Crosswalk Policy Revisions
  - Minimum Standards
  - Goals and Objectives
- **Pedestrian & Bicycle Connection Plans**
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# Site 1 – Periwinkle Way & Bailey Road

## > Goal

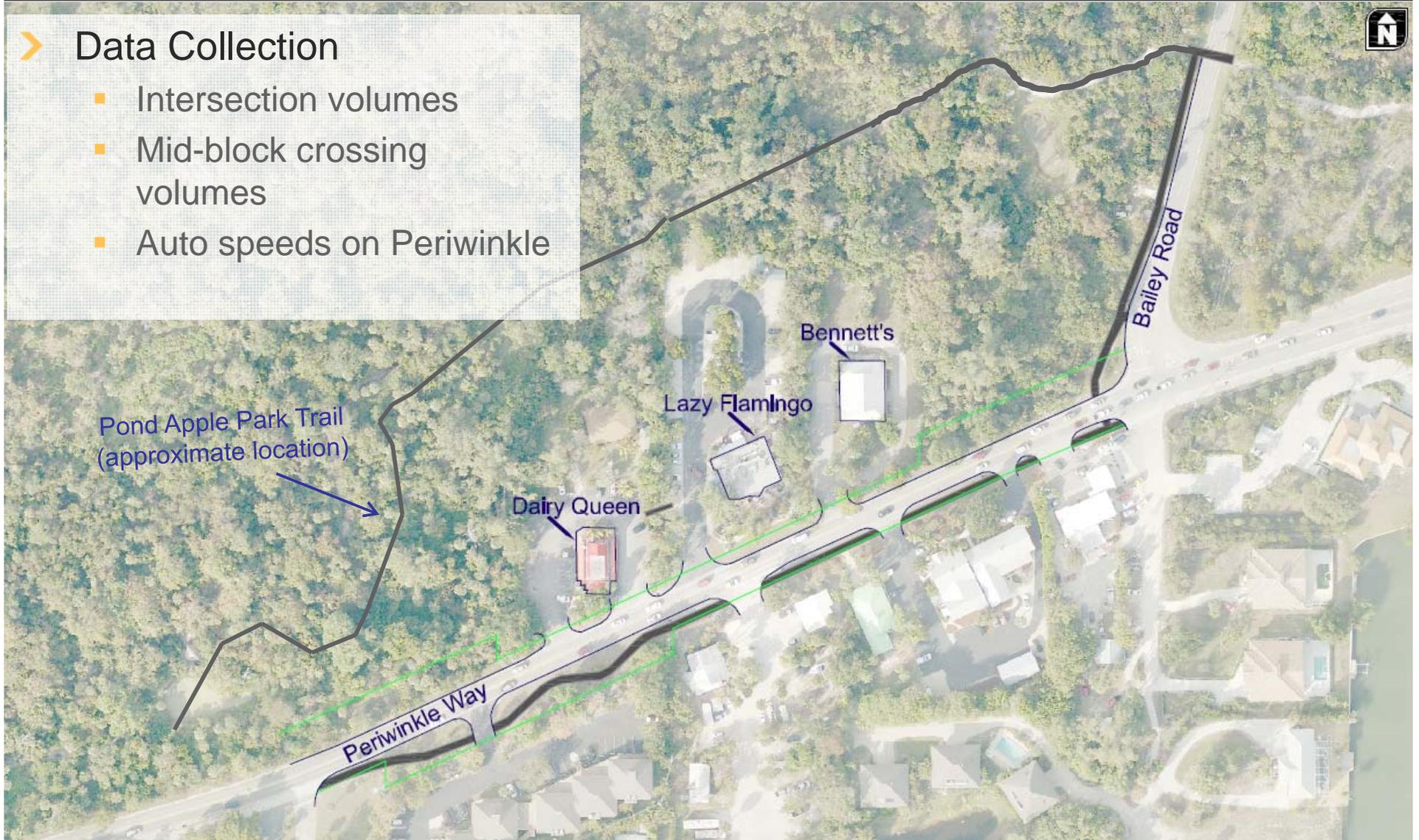
- Create connectivity from existing shared use paths to the 3 commercial parcels on north side of Periwinkle



# Site 1 – Periwinkle Way & Bailey Road

## > Data Collection

- Intersection volumes
- Mid-block crossing volumes
- Auto speeds on Periwinkle



# Site 1 – Periwinkle Way & Bailey Road

Alternative 1



# Site 1 – Periwinkle Way & Bailey Road

Alternative 1

## > Advantages

- Proximity to commercial parcels

## > Challenges

- Turning vehicle conflicts
- Proximity to adjacent crosswalk
- Private easements



# Site 1 – Periwinkle Way & Bailey Road

Alternative 2



# Site 1 – Periwinkle Way & Bailey Road

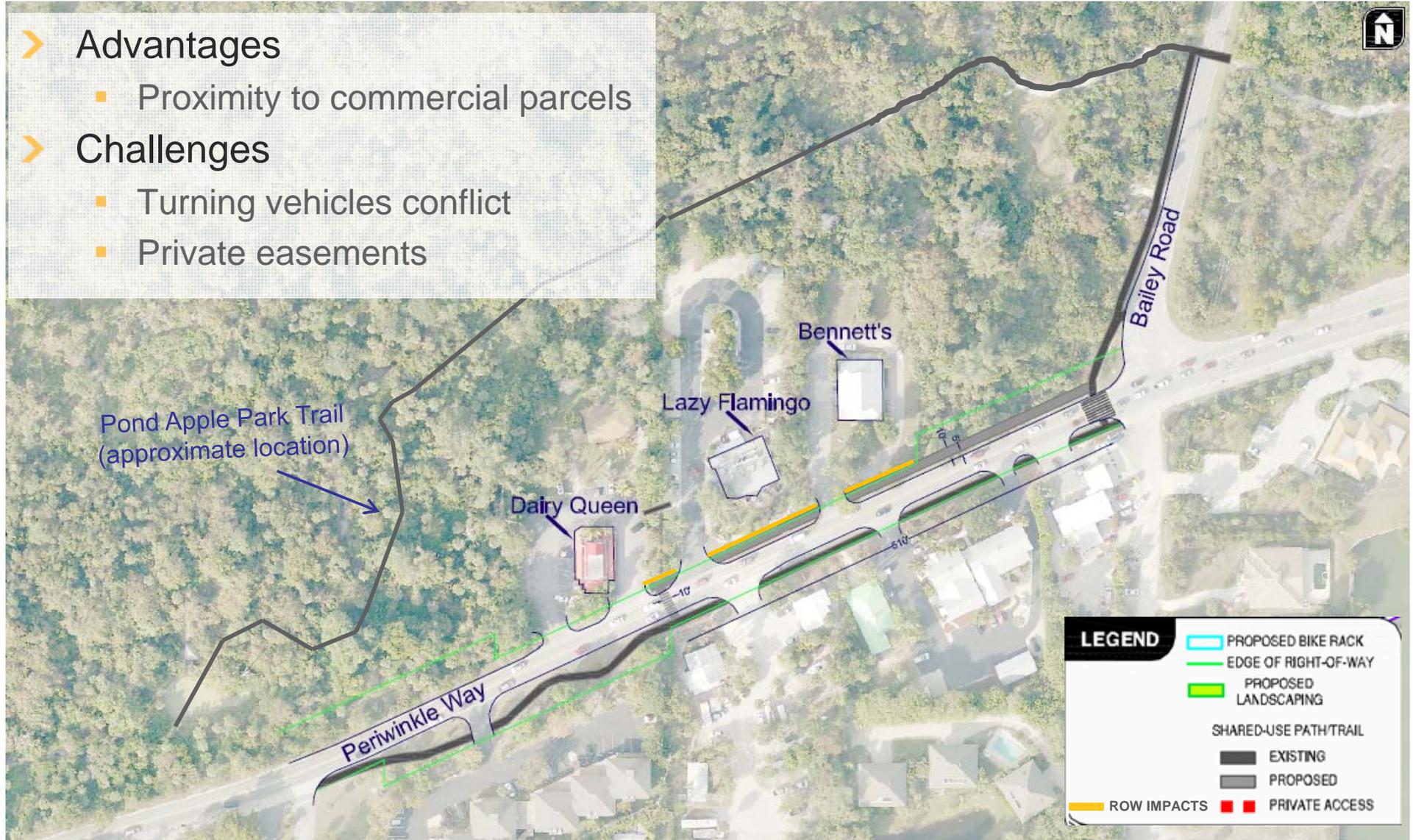
## Alternative 2

### > Advantages

- Proximity to commercial parcels

### > Challenges

- Turning vehicles conflict
- Private easements



# Site 1 – Periwinkle Way & Bailey Road

Alternative 3



# Site 1 – Periwinkle Way & Bailey Road

Alternative 3

## > Advantages

- Separation from Bailey Road crosswalk

## > Challenges

- Distance to commercial parcels
- Turning vehicle conflicts
- Private easements needed



# Site 1 – Periwinkle Way & Bailey Road

Alternative 4



# Site 1 – Periwinkle Way & Bailey Road

Alternative 4

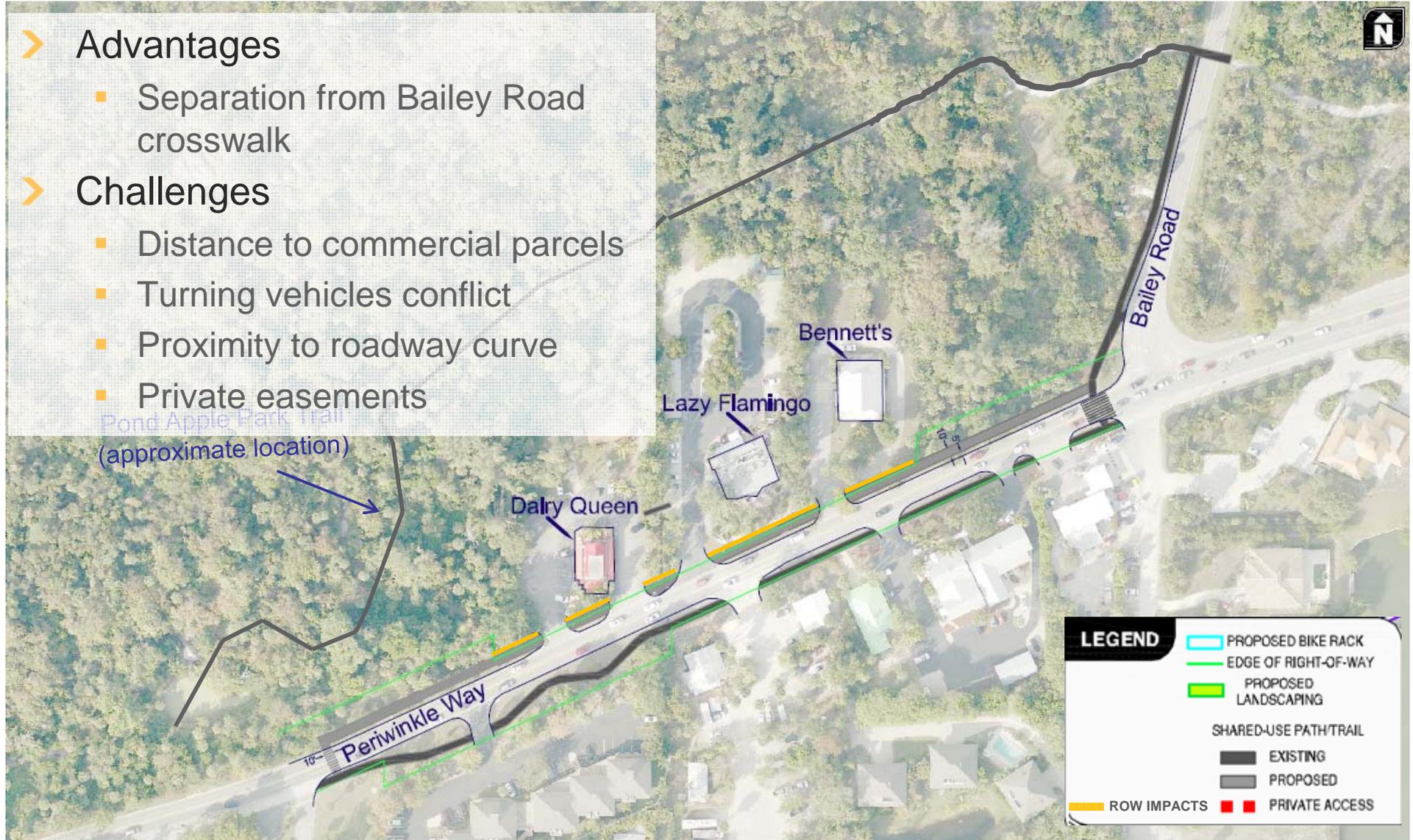
## > Advantages

- Separation from Bailey Road crosswalk

## > Challenges

- Distance to commercial parcels
- Turning vehicles conflict
- Proximity to roadway curve
- Private easements

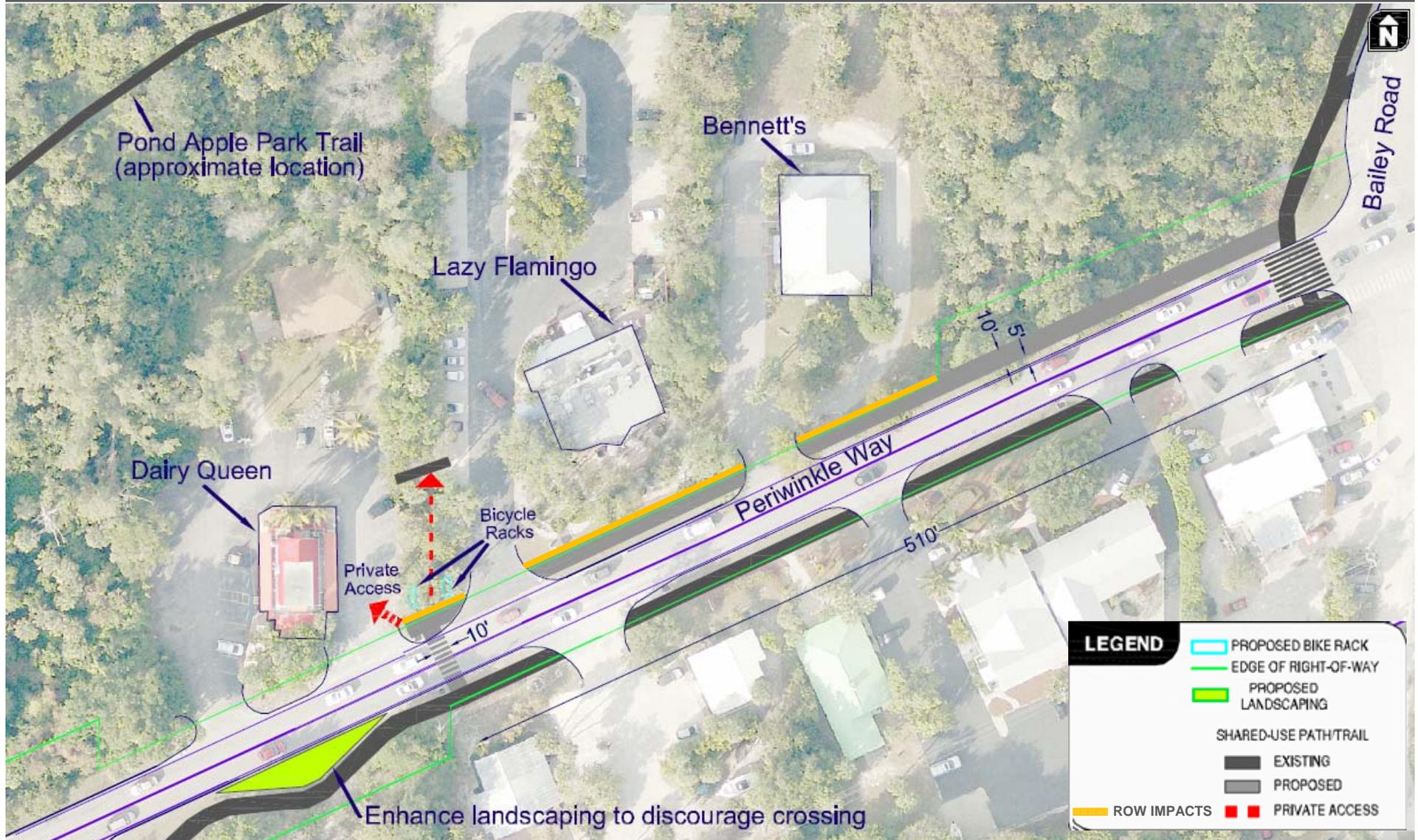
Pond Apple Park Trail  
(approximate location)



# Site 1 – Periwinkle Way & Bailey Road

## Recommendation

Alternative 2



# Site 2 – Periwinkle Way & Casa Ybel Road

## > Goal

- Provide a pedestrian landing and transition from the crosswalk on the north side of Periwinkle Way

Jerry's

Periwinkle Way

Casa Ybel Rd



# Site 2 – Periwinkle Way & Casa Ybel Road

## > Data Collection

- Intersection volumes
- Mid-block crossing volumes
- Auto speeds on Periwinkle

Jerry's

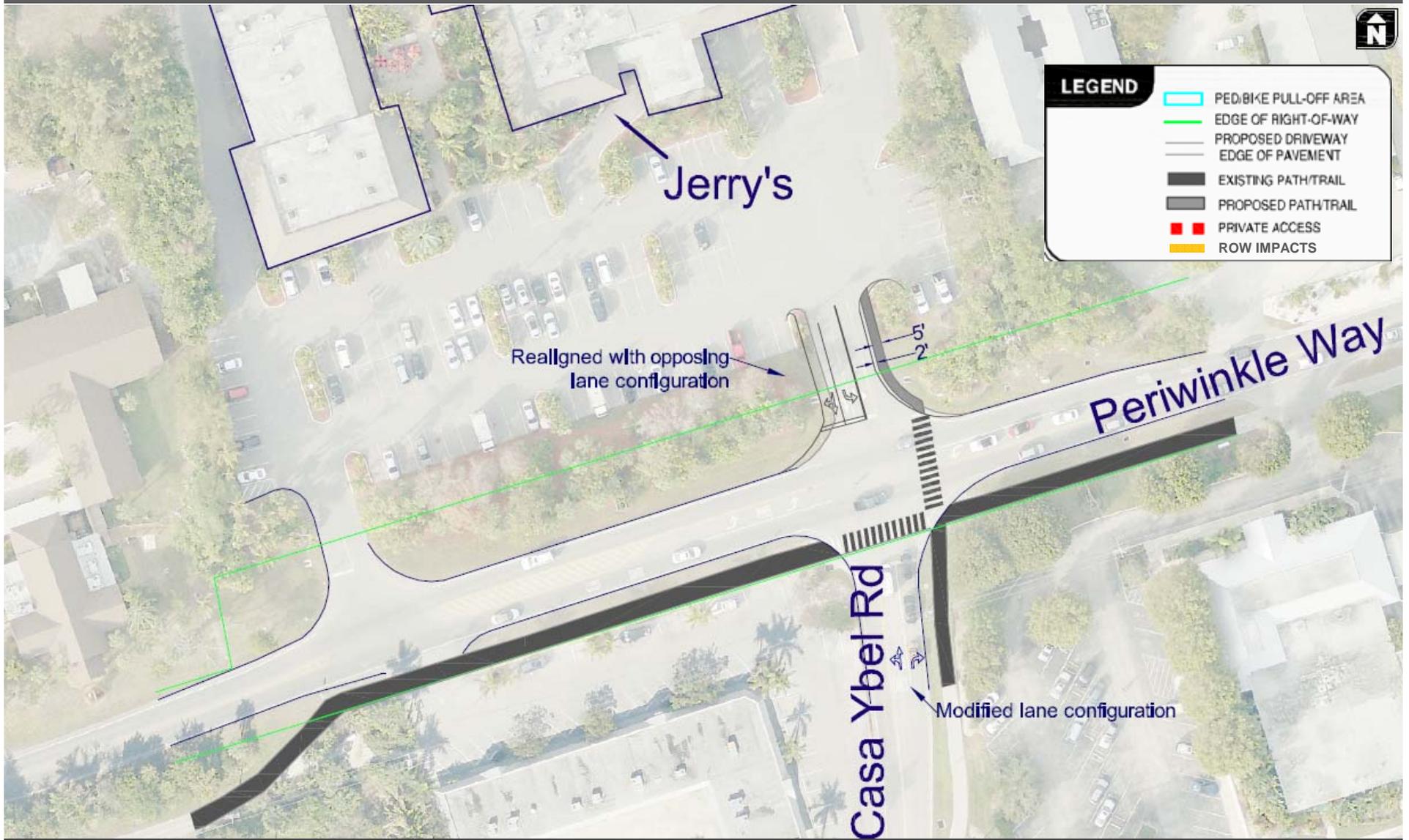
Periwinkle Way

Casa Ybel Rd



# Site 2 – Periwinkle Way & Casa Ybel Road

## Alternative 1



# Site 2 – Periwinkle Way & Casa Ybel Road

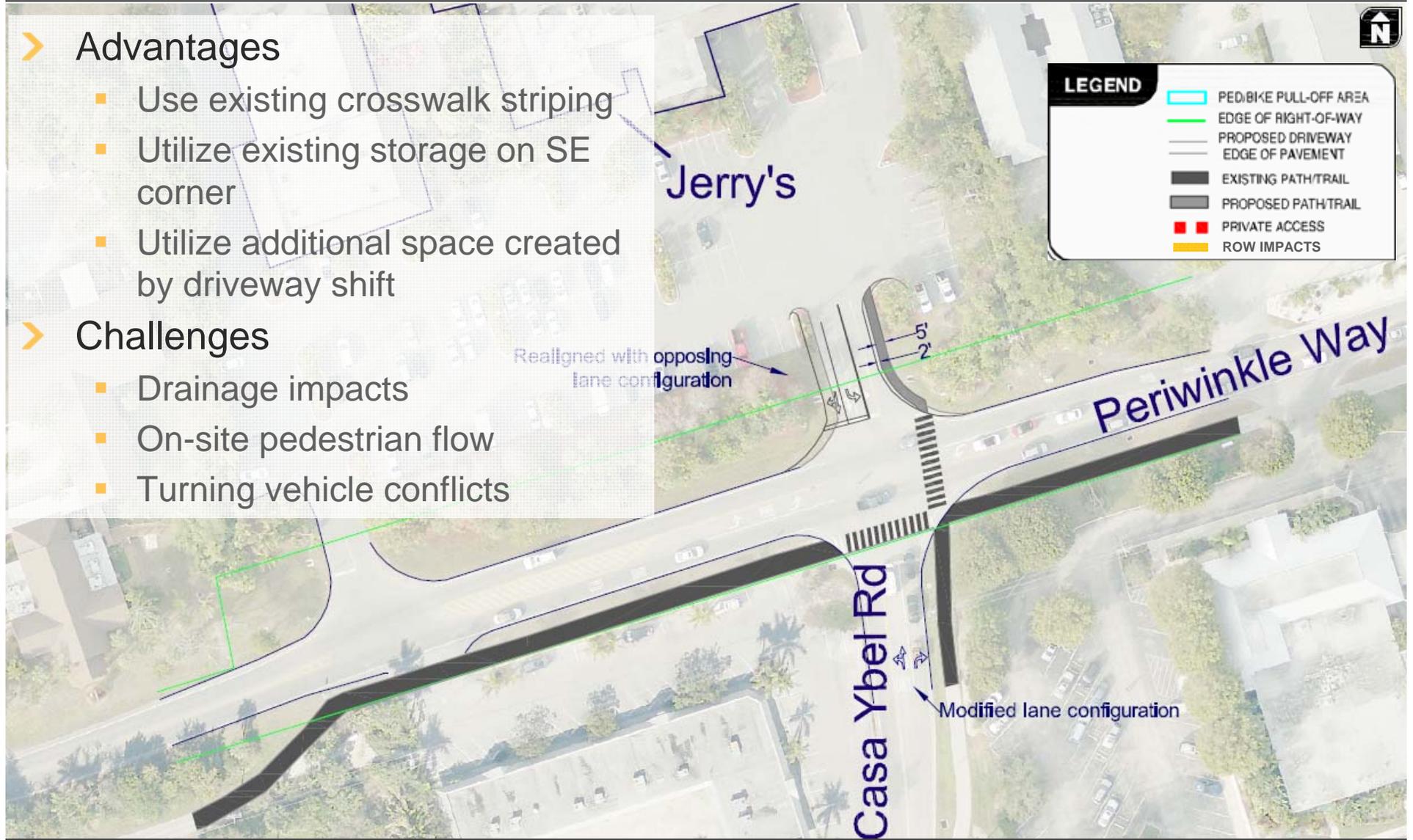
## Alternative 1

### > Advantages

- Use existing crosswalk striping
- Utilize existing storage on SE corner
- Utilize additional space created by driveway shift

### > Challenges

- Drainage impacts
- On-site pedestrian flow
- Turning vehicle conflicts



# Site 2 – Periwinkle Way & Casa Ybel Road

## Alternative 2



# Site 2 – Periwinkle Way & Casa Ybel Road

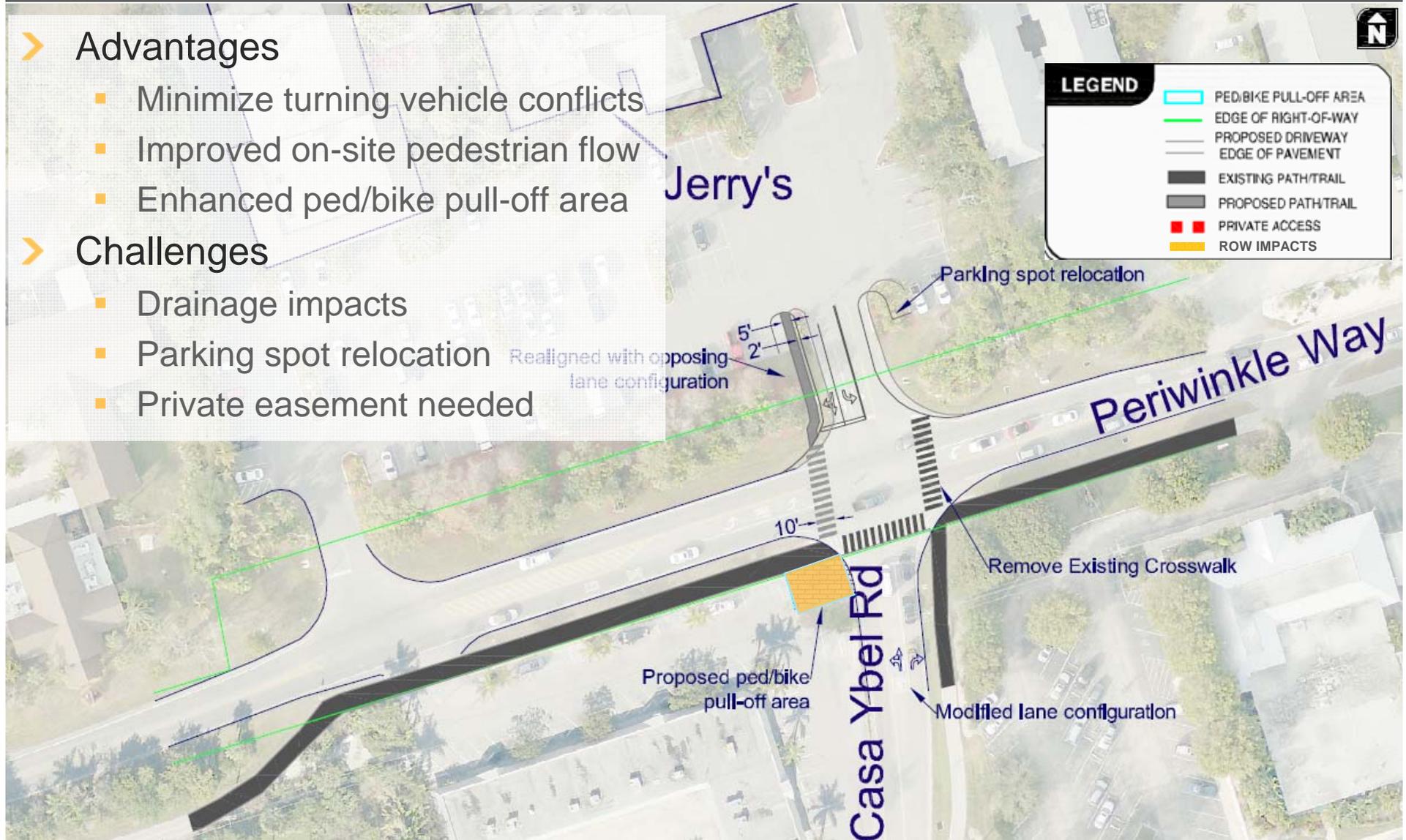
## Alternative 2

### > Advantages

- Minimize turning vehicle conflicts
- Improved on-site pedestrian flow
- Enhanced ped/bike pull-off area

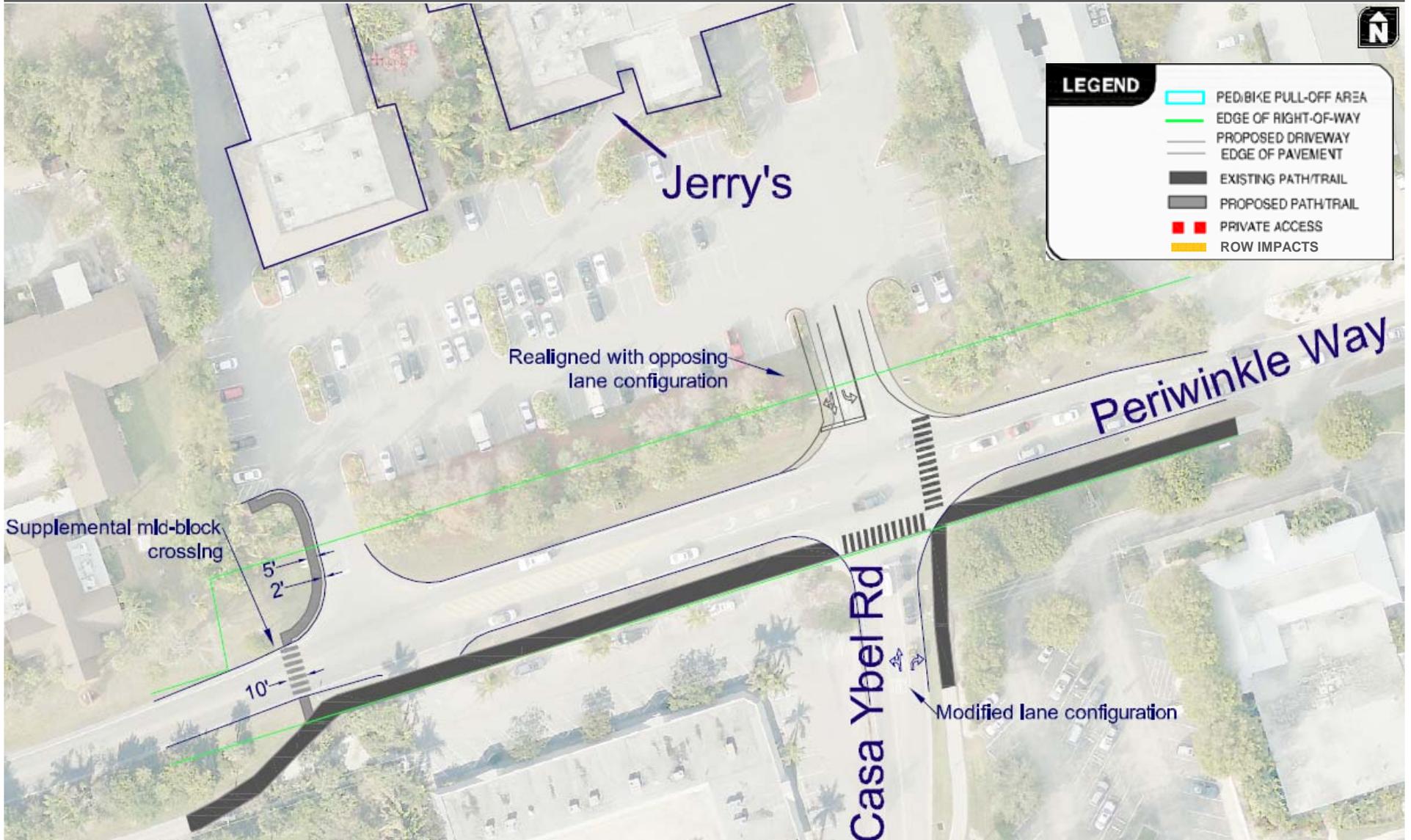
### > Challenges

- Drainage impacts
- Parking spot relocation
- Private easement needed



# Site 2 – Periwinkle Way & Casa Ybel Road

## Supplemental Mid-Block Alternative



# Site 2 – Periwinkle Way & Casa Ybel Road

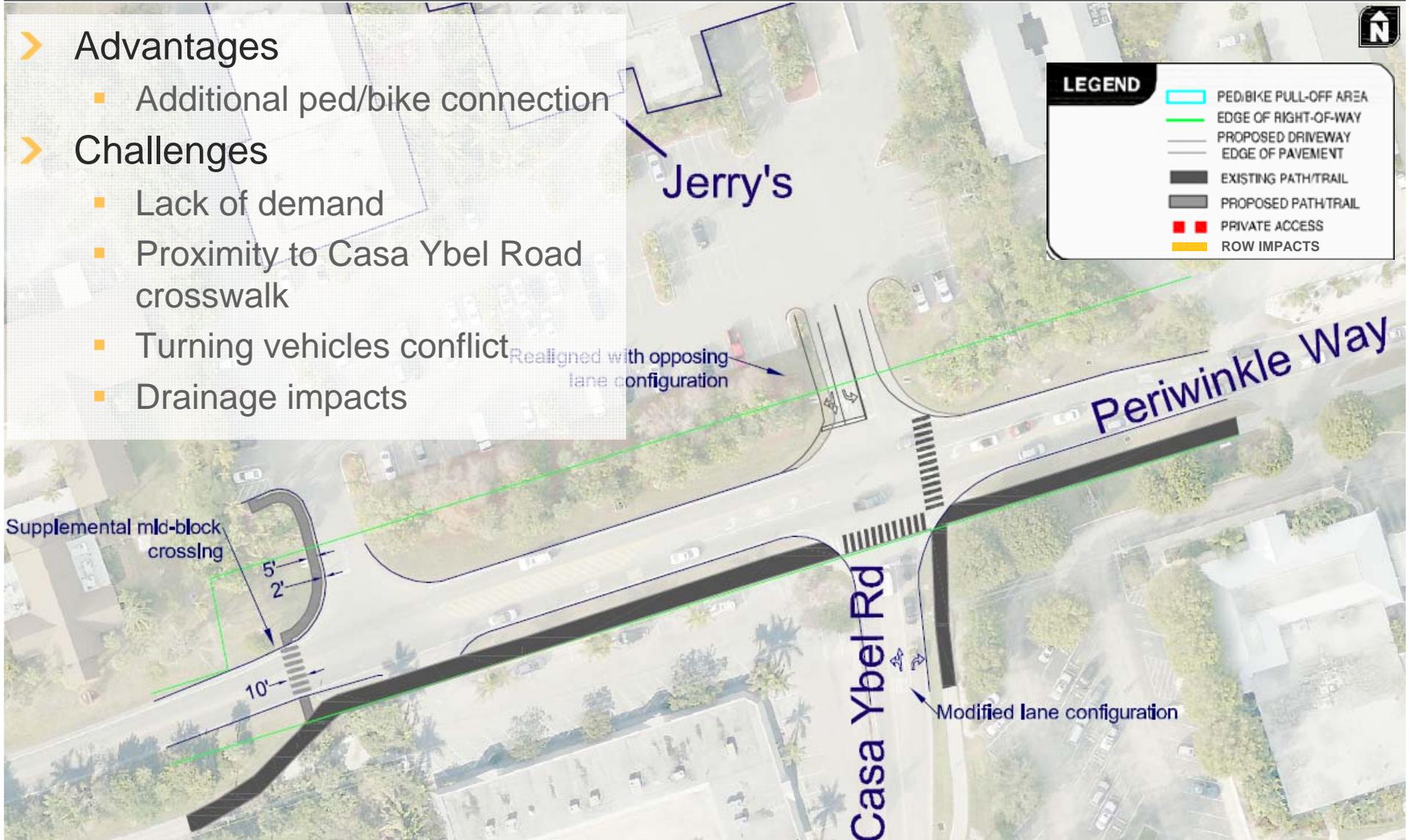
## Supplemental Mid-Block Alternative

### > Advantages

- Additional ped/bike connection

### > Challenges

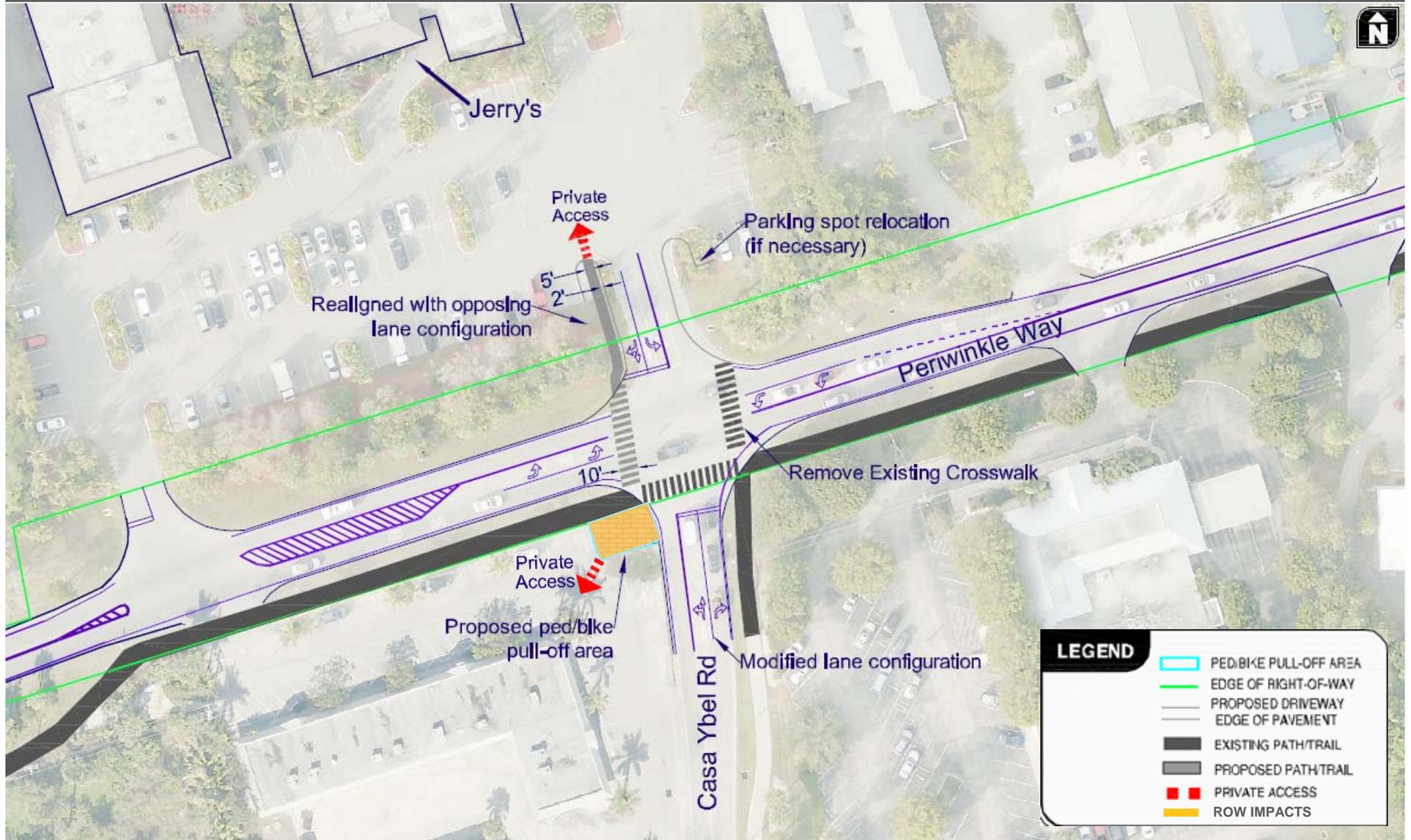
- Lack of demand
- Proximity to Casa Ybel Road crosswalk
- Turning vehicles conflict
- Drainage impacts



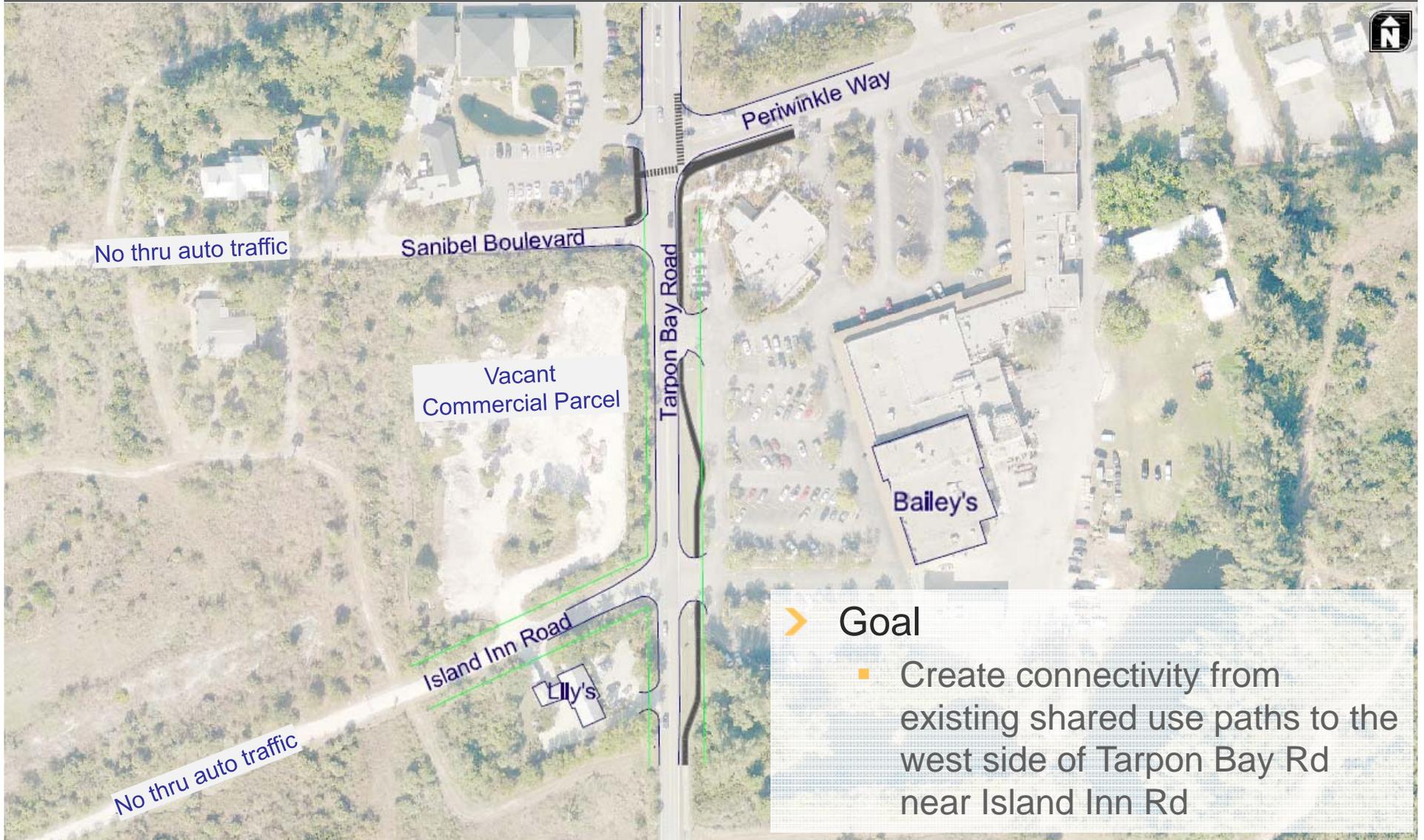
# Site 2 – Periwinkle Way & Casa Ybel Road

## Recommendation

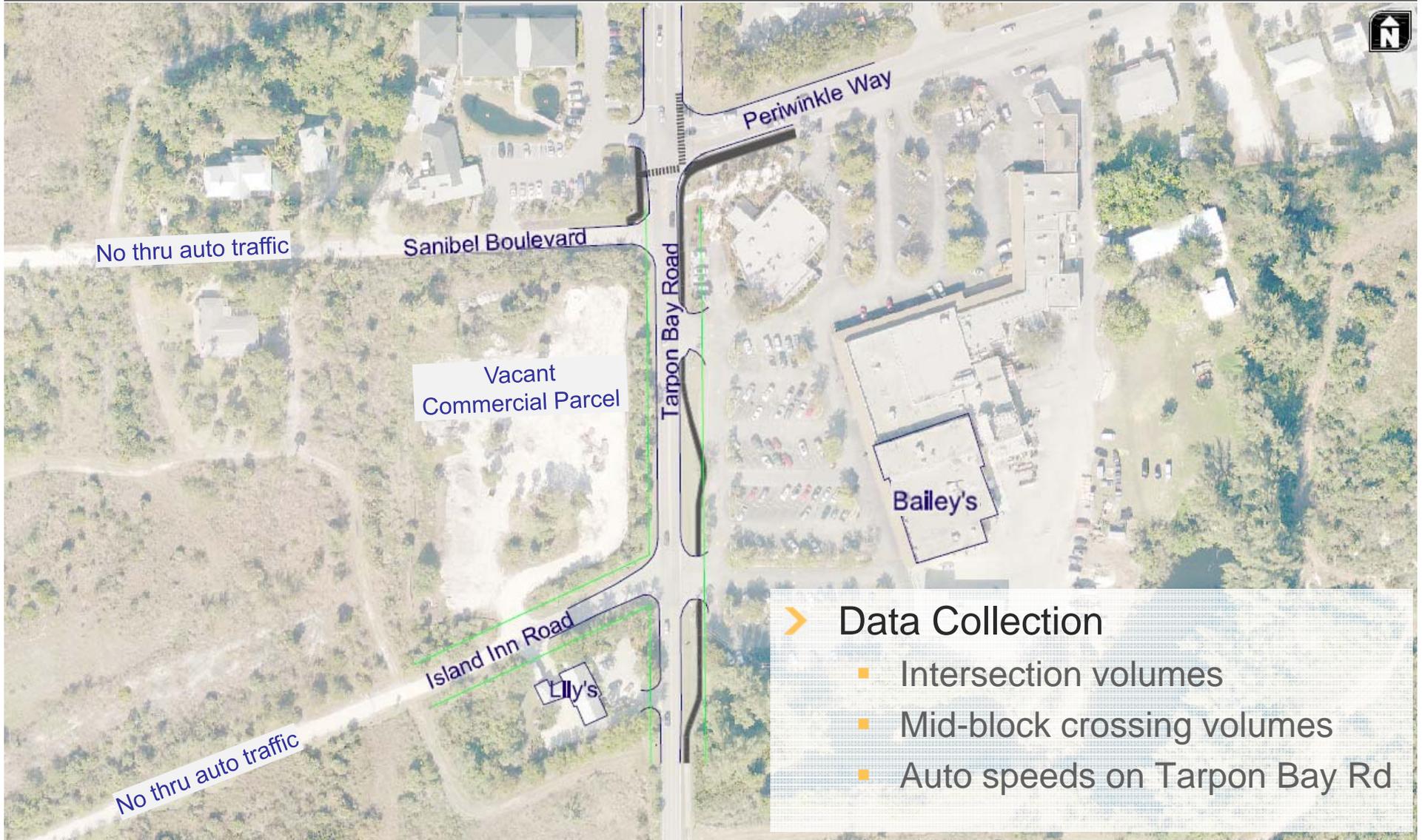
## Alternative 2 without Mid-Block Crossing



# Site 3 – Tarpon Bay Road & Island Inn Road

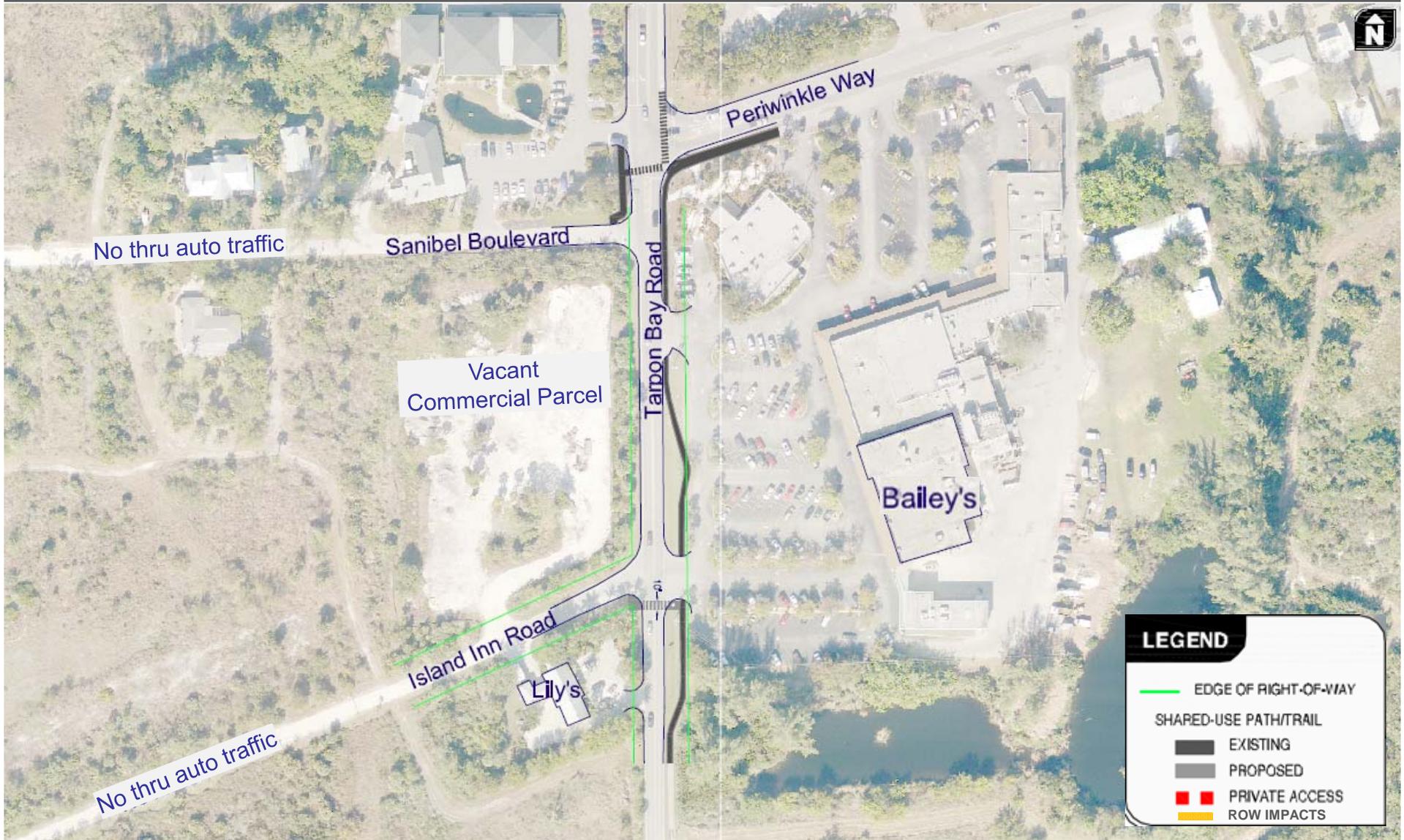


# Site 3 – Tarpon Bay Road & Island Inn Road



# Site 3 – Tarpon Bay Road & Island Inn Road

Alternative 1



# Site 3 – Tarpon Bay Road & Island Inn Road

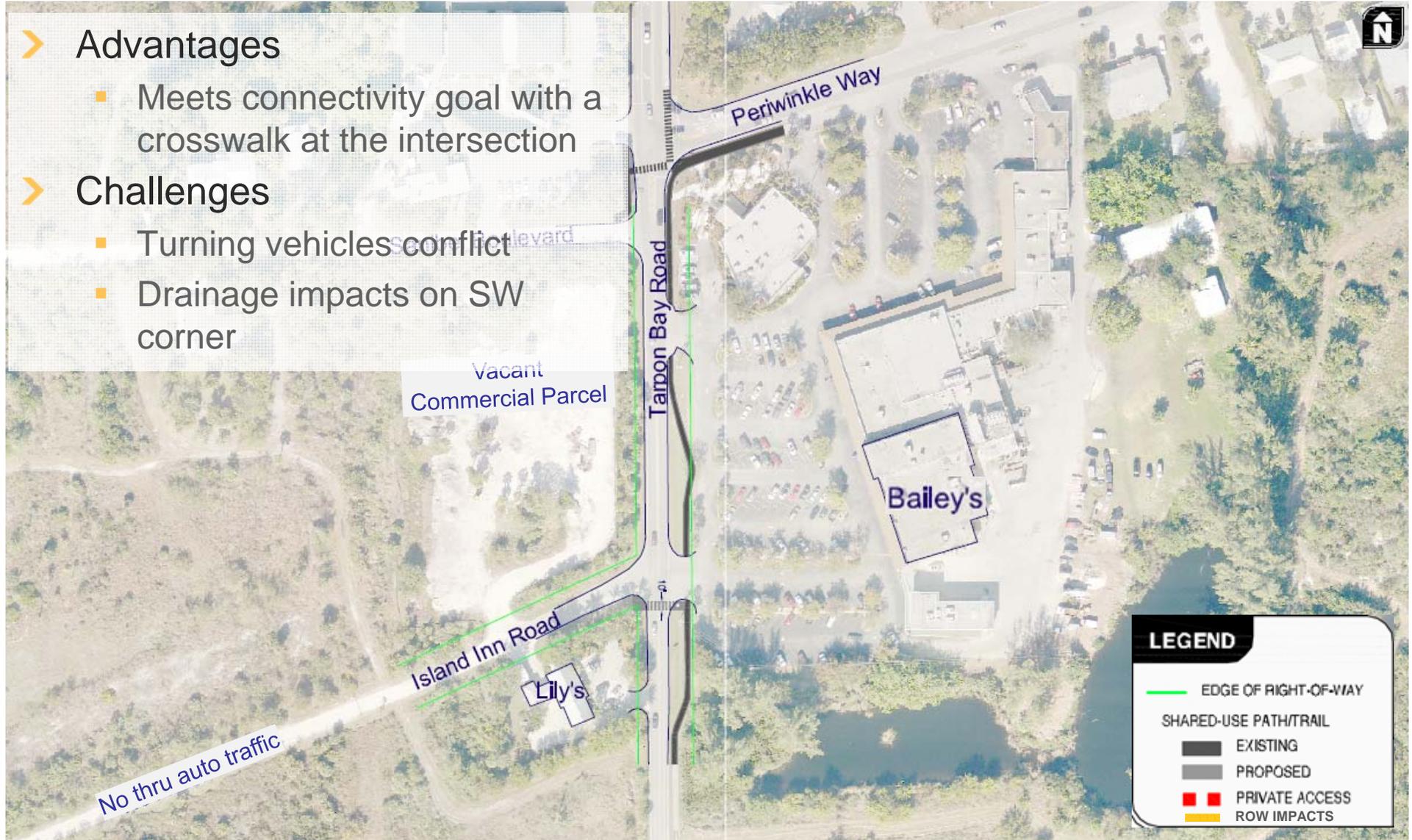
Alternative 1

## > Advantages

- Meets connectivity goal with a crosswalk at the intersection

## > Challenges

- Turning vehicles conflict
- Drainage impacts on SW corner



# Site 3 – Tarpon Bay Road & Island Inn Road

## Alternative 2



# Site 3 – Tarpon Bay Road & Island Inn Road

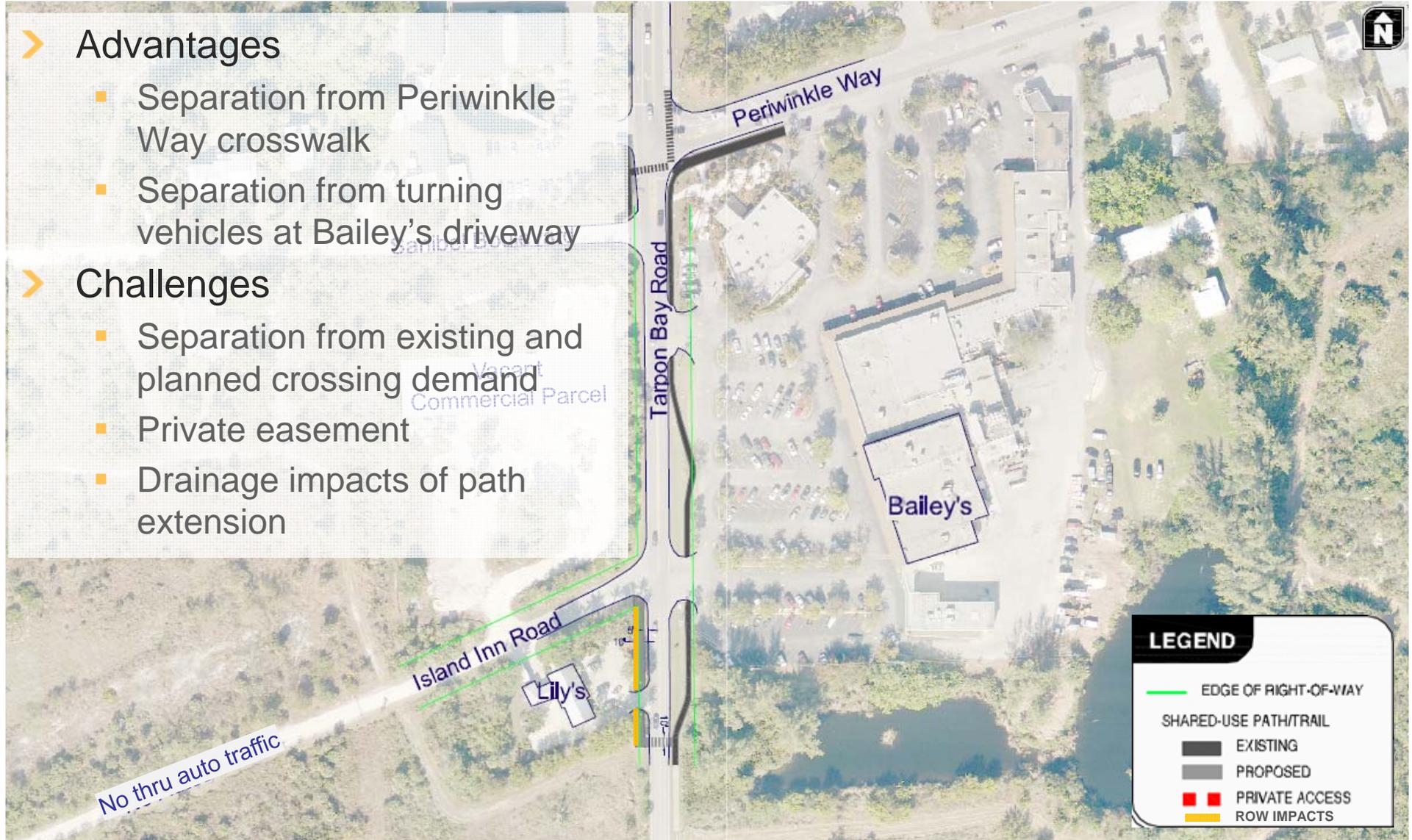
## Alternative 2

### > Advantages

- Separation from Periwinkle Way crosswalk
- Separation from turning vehicles at Bailey's driveway

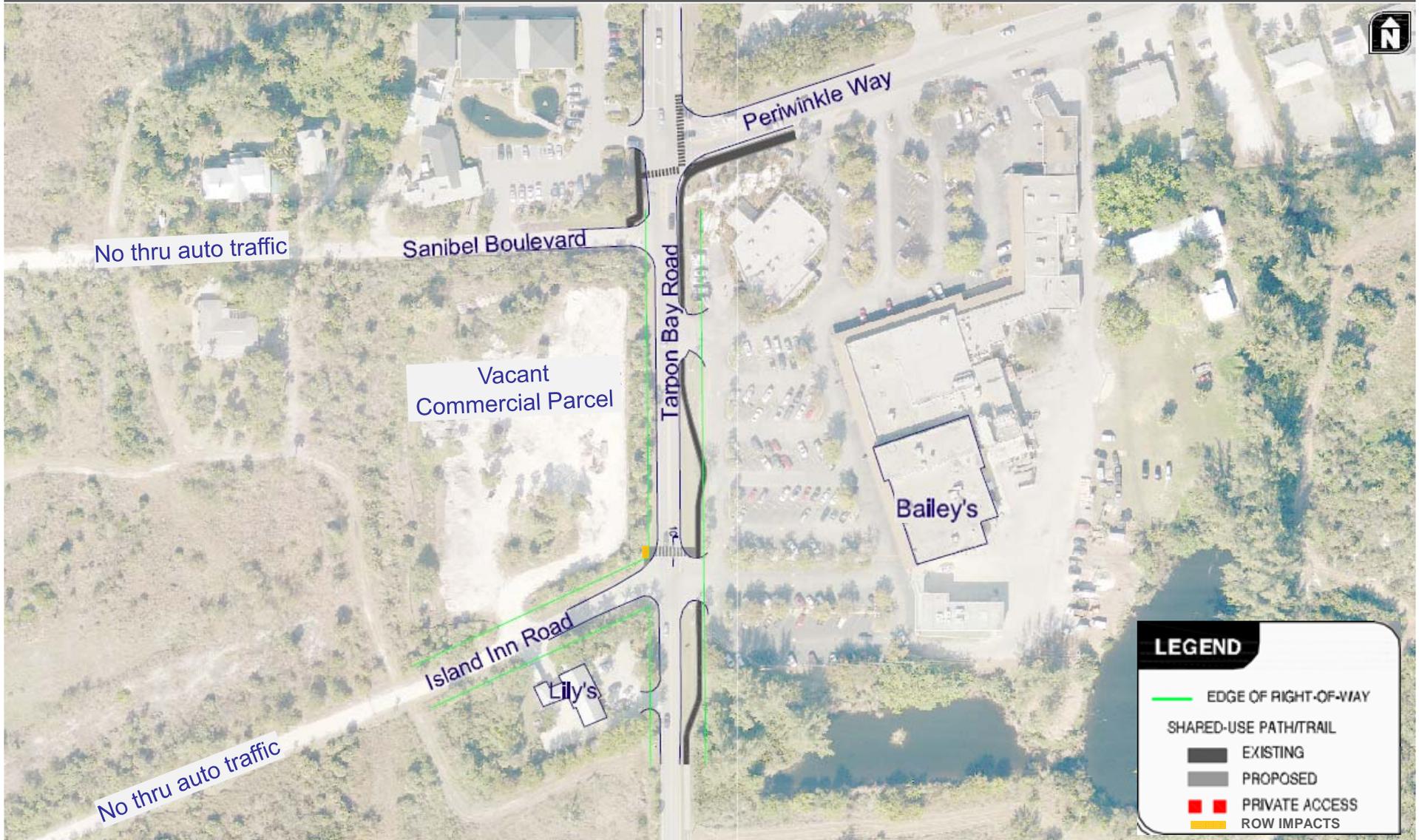
### > Challenges

- Separation from existing and planned crossing demand
- Private easement
- Drainage impacts of path extension



# Site 3 – Tarpon Bay Road & Island Inn Road

Alternative 3



# Site 3 – Tarpon Bay Road & Island Inn Road

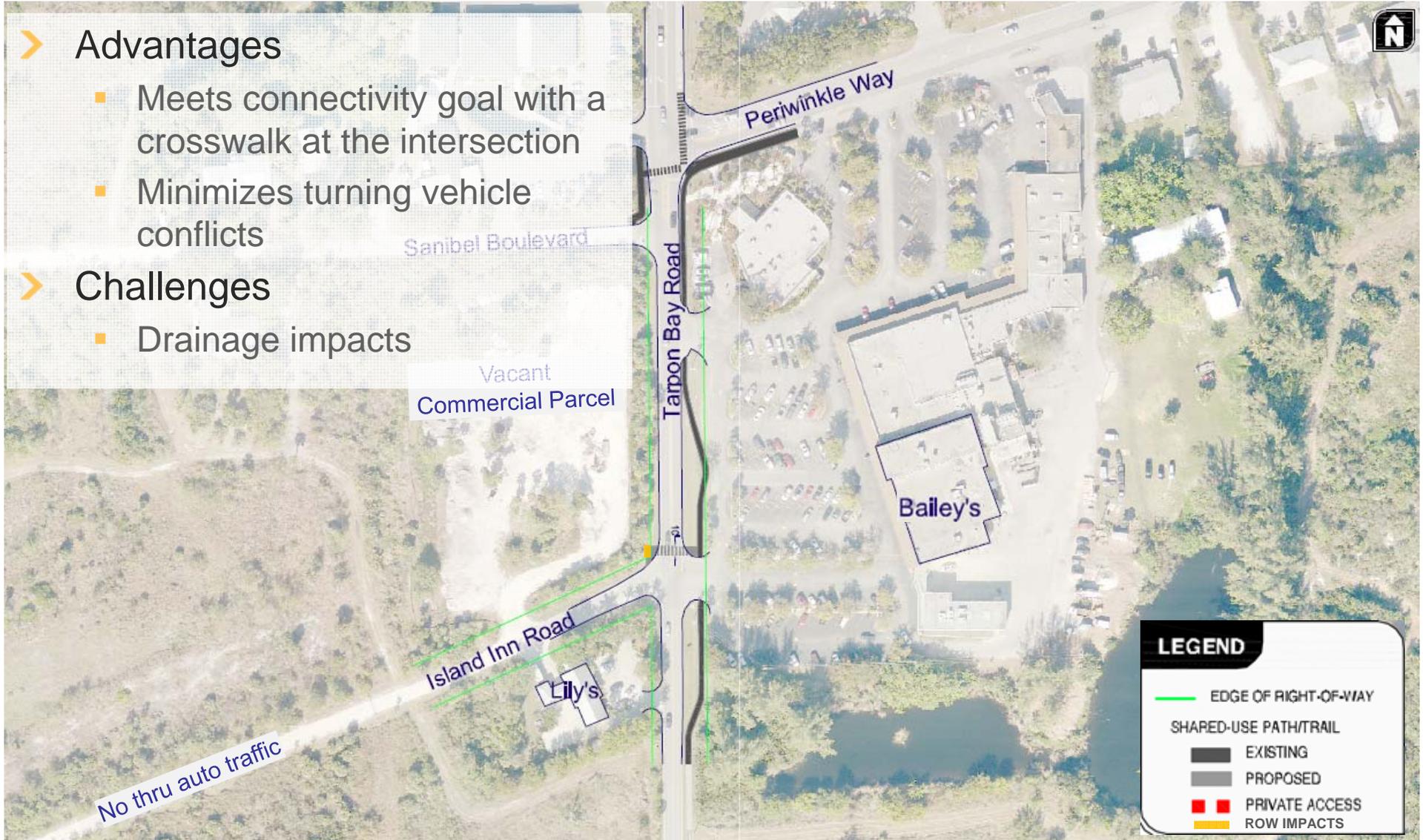
Alternative 3

## > Advantages

- Meets connectivity goal with a crosswalk at the intersection
- Minimizes turning vehicle conflicts

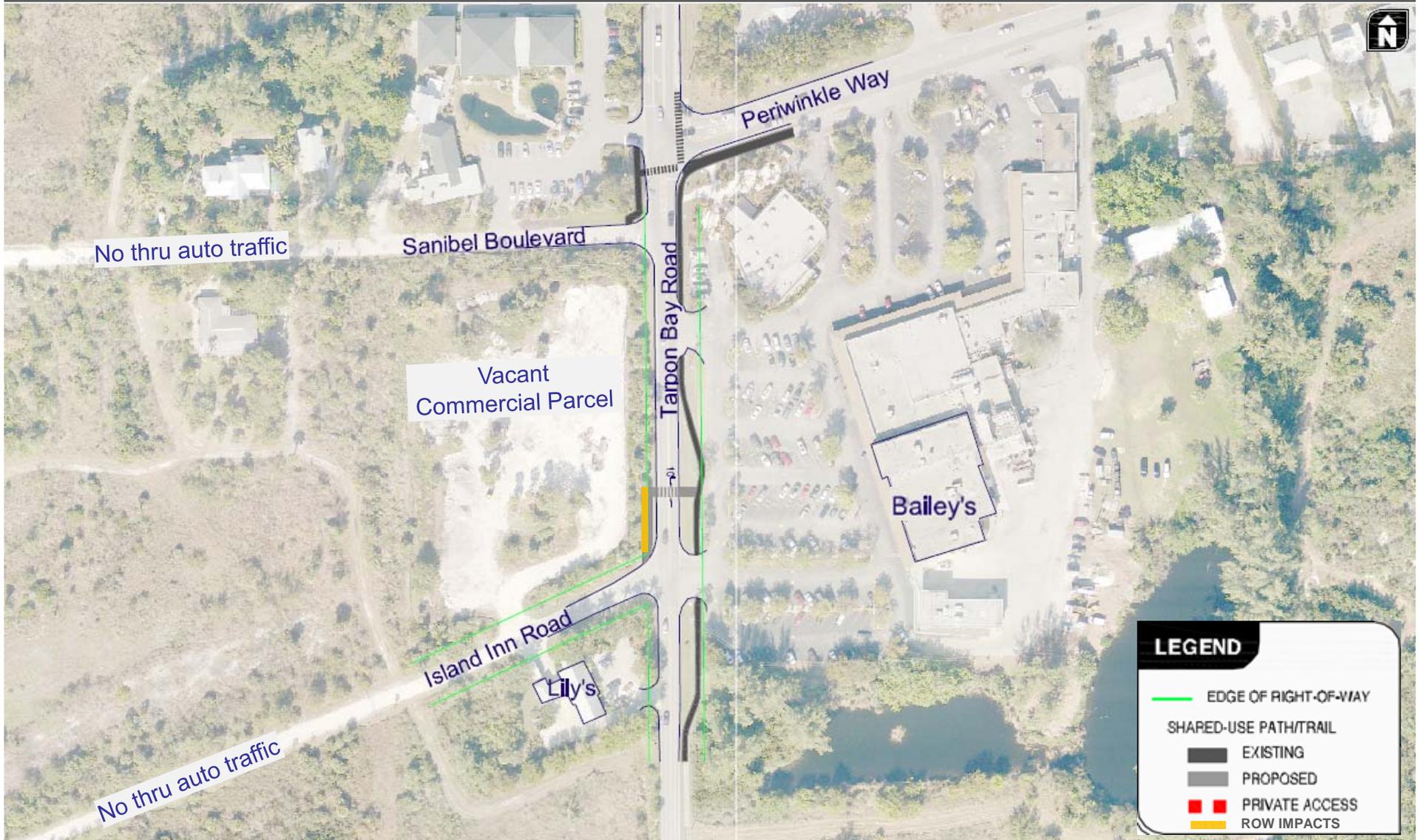
## > Challenges

- Drainage impacts



# Site 3 – Tarpon Bay Road & Island Inn Road

Alternative 4



# Site 3 – Tarpon Bay Road & Island Inn Road

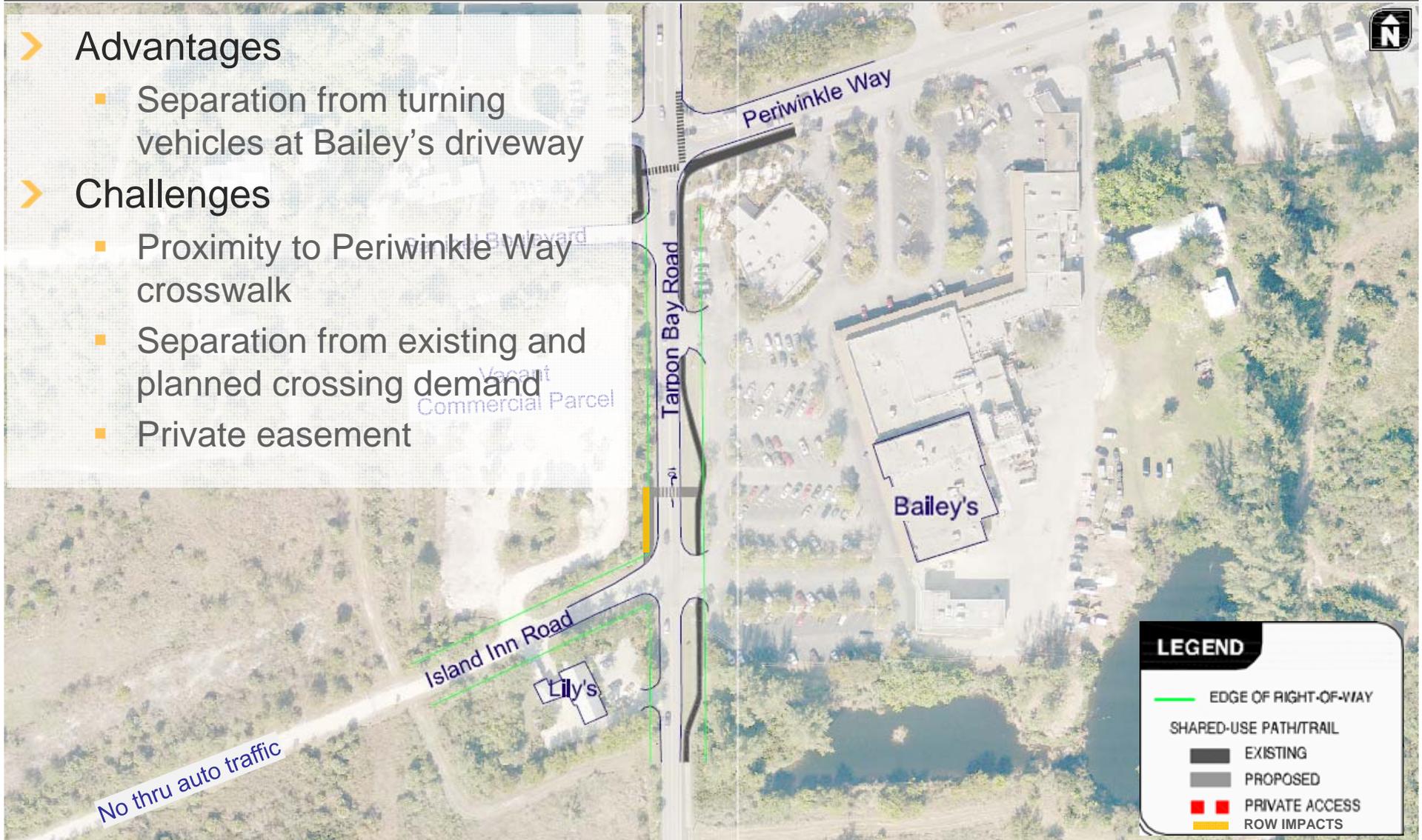
## Alternative 4

### > Advantages

- Separation from turning vehicles at Bailey's driveway

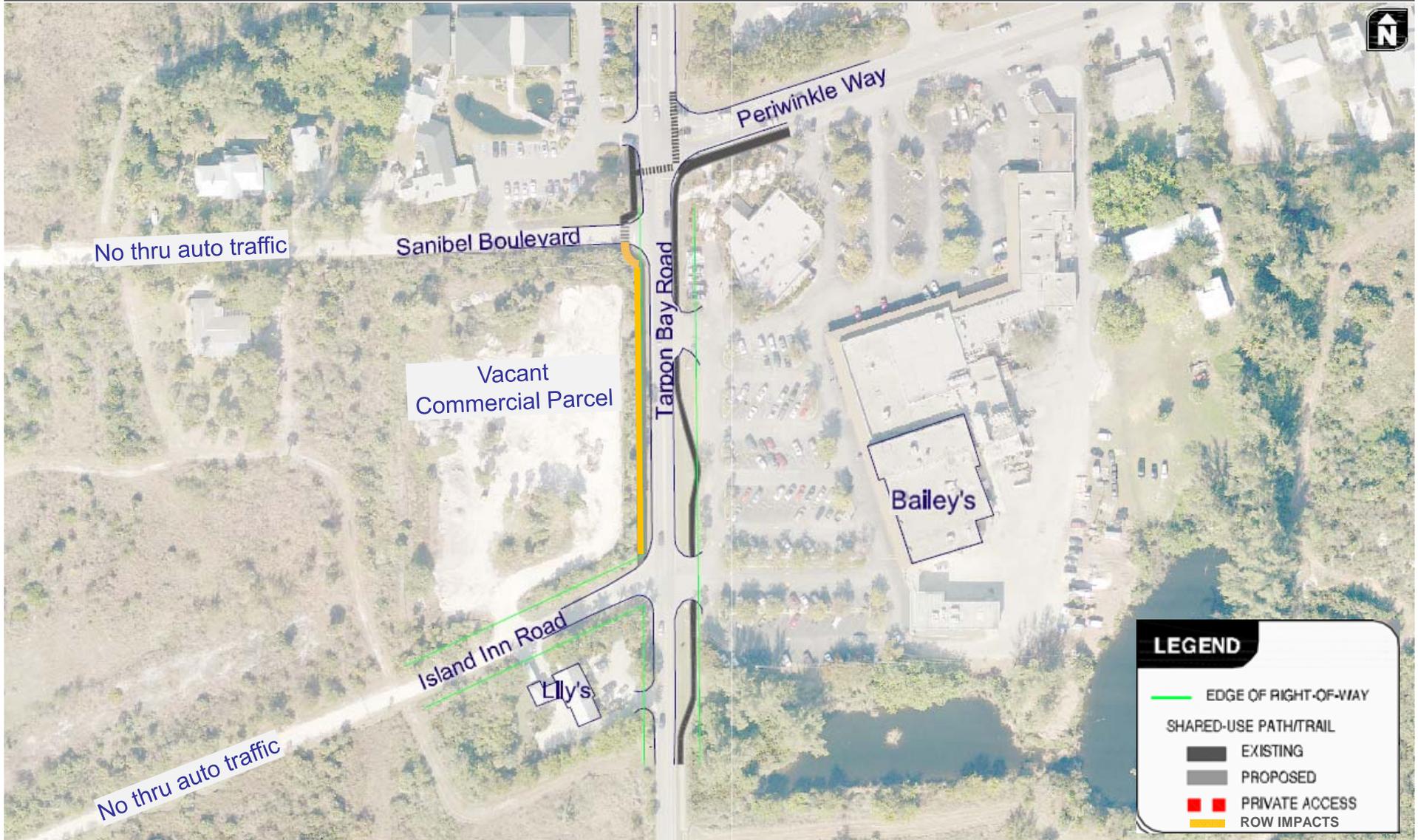
### > Challenges

- Proximity to Periwinkle Way crosswalk
- Separation from existing and planned crossing demand
- Private easement



# Site 3 – Tarpon Bay Road & Island Inn Road

## Path Extension Alternative



# Site 3 – Tarpon Bay Road & Island Inn Road

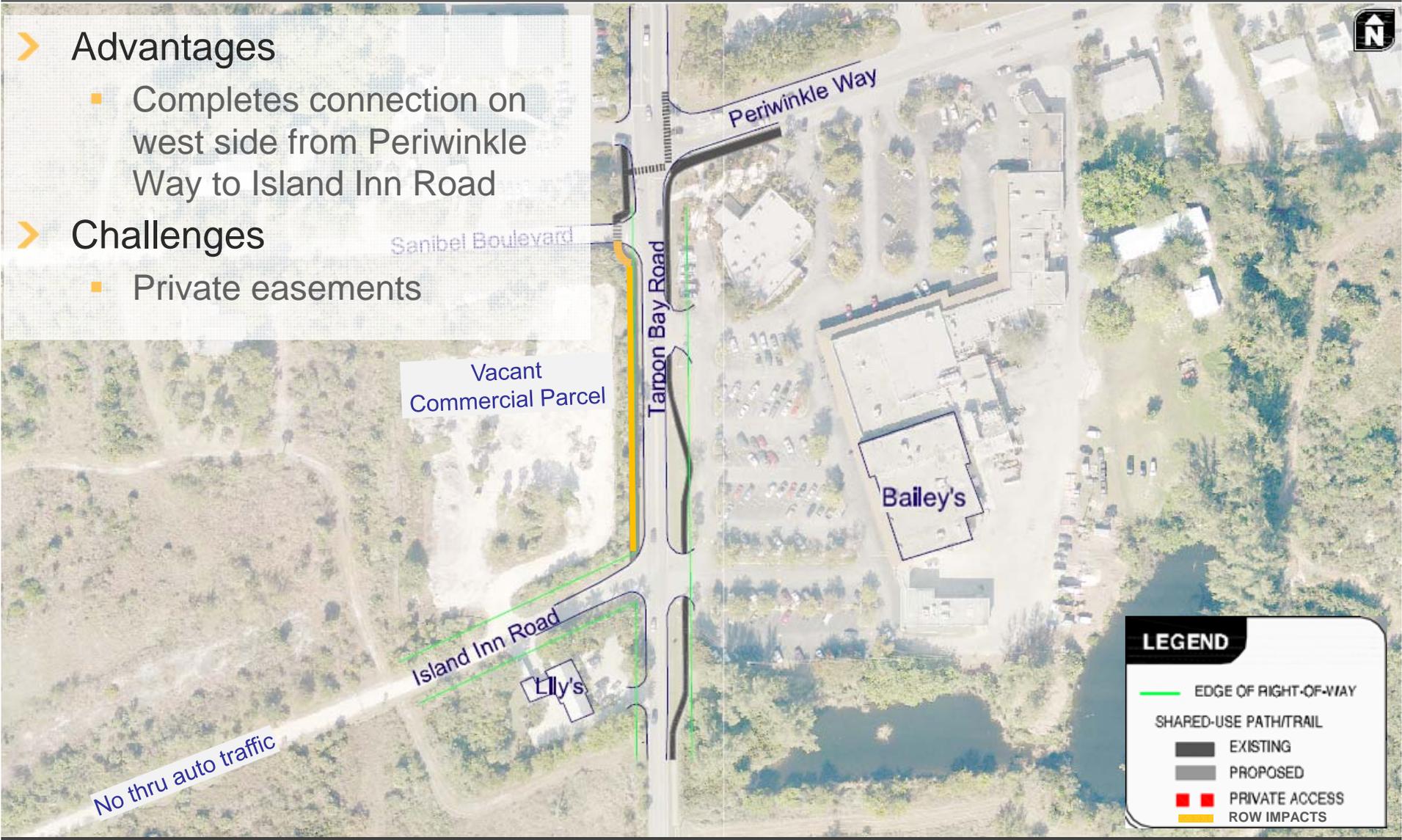
## Path Extension Alternative

### > Advantages

- Completes connection on west side from Periwinkle Way to Island Inn Road

### > Challenges

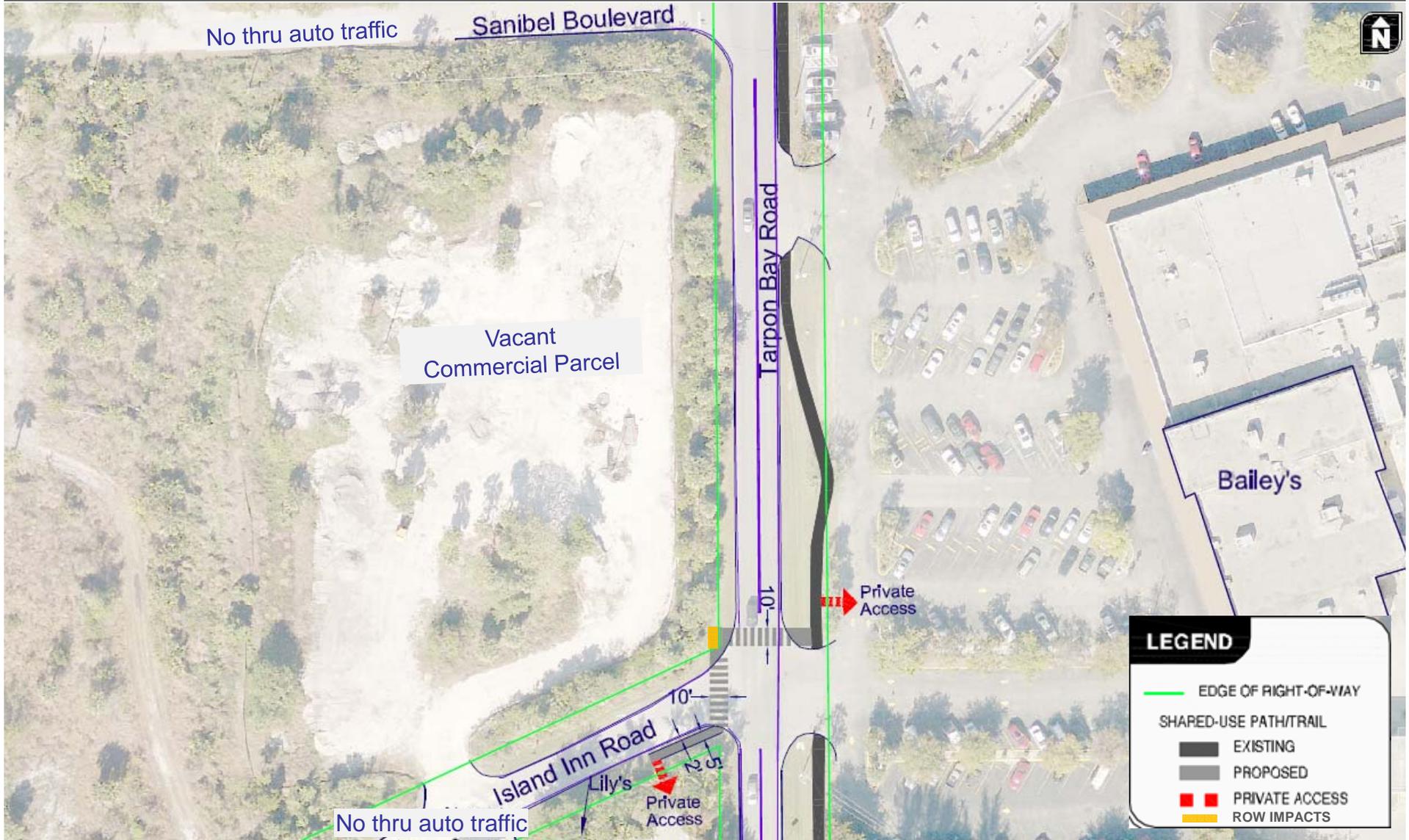
- Private easements



# Site 3 – Tarpon Bay Road & Island Inn Road

Recommendation (short-term)

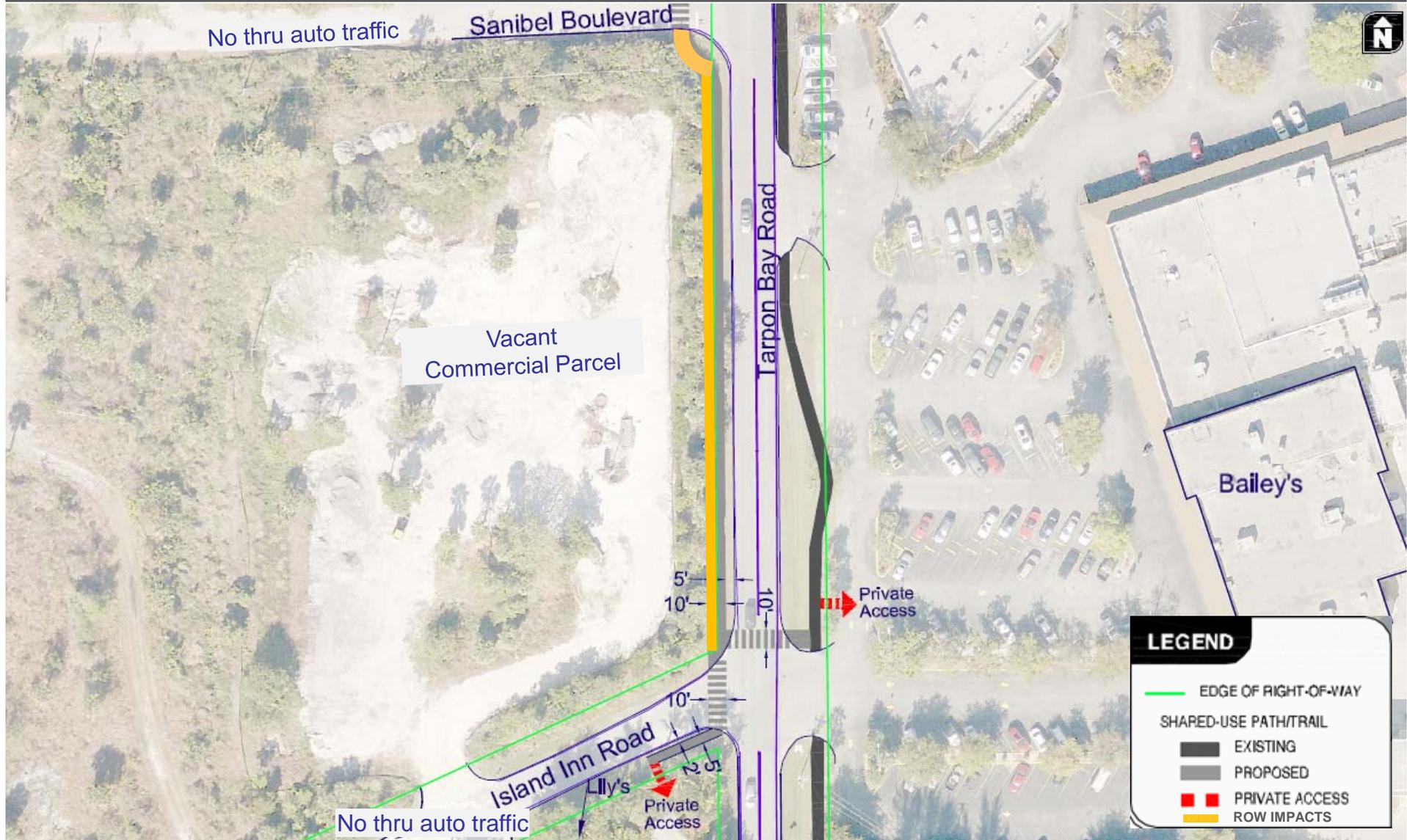
Alternative 3



# Site 3 – Tarpon Bay Road & Island Inn Road

Recommendation (long-term)

Alternative 3 with Path Extension



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- **Next Steps**



# Next Steps

- **Crosswalk Policy Revisions**
  - Staff to bring resolution to City Council for updated crosswalk policy at future meeting
- **Site 1: Periwinkle Way & Bailey Road**
  - Authorize staff to proceed with design, negotiating and acquiring easements, and construction of the preferred alternative
- **Site 2: Periwinkle Way & Casa Ybel Road**
  - Authorize staff to proceed with preliminary design as well as negotiating and acquiring easements for the preferred alternative
- **Site 3: Tarpon Bay Road & Island Inn Road**
  - Authorize staff to proceed with design, negotiating and acquiring easements, and construction of the preferred alternative

