

**DRAFT GUIDELINES**  
**TRAFFIC SIGNAL REMOVAL – Pedestrian Crossing Transition**

**Summary**

A traffic signal removal is a critical and difficult decision for both the public and the City. To effectively and thoroughly ensure proper transition from a signalized to a non-signalized intersection, Public Works has developed these guidelines. These guidelines will be incorporated into the City's traffic signal standards and guidelines. Periodic reviews and updates will occur as other traffic practices are refined.

Public Works will use the following approach when an existing traffic signal is proposed to be removed. As part of an engineering study where a traffic signal has been determined that it is no longer justified or warranted, a pedestrian safety-focused transition analysis will be conducted according to the procedures below.

A pedestrian safety-focused transition is a traffic signing and/or marking treatment that provides a proactive interim condition to make the traveling public more aware of the traffic control change (signal removal).

A pedestrian safety-focused transition does not substitute for the proper and appropriate traffic control (stop sign or signal) but provides for interim traffic measures to be used to provide a proactive pedestrian safety-focused transition from a signal to a two-way stop sign control.

The signal removal intersection will be classified as one of the following 3 conditions:

- A. Intersection between local/local residential streets or local residential/collector streets that has low traffic volumes.
- B. Intersection between local residential (minor street) and a medium/high traffic volume collector/arterial street (major street).
- C. Unique intersection between a local residential street and collector/arterial street.

Public Works will seek input and approval, as necessary, from the local road authority (state or county).

**Condition A: Local intersection** – No proposed pedestrian transition.

**Condition B: Medium/High intersection** – The proposed pedestrian transition is:

***Centerline (In-Street) Pedestrian Sign***

<b>Description:</b> MMUTCD sign R1-6b installed on the centerline of the street at an uncontrolled crossing.	
<b>Purpose:</b> Increase visibility and driver awareness of pedestrian crossing.	
<b>Disadvantages:</b> Time-limited maintenance costs. May give pedestrians a false sense of security.	
<b>Implementation Criteria:</b> <ol style="list-style-type: none"> <li>1. Intersection where a traffic signal was removed.</li> <li>2. Signing will not be considered on 4-lane roadways.</li> <li>3. Major street vehicle volume between 5,000 and 12,000 vehicles per day.</li> <li>4. Installed only on one leg of the major street, in accordance with the MnMUTCD.</li> <li>5. Two year implementation period, but not during winter months (approximately mid-November to mid-March).</li> <li>6. No marked crosswalk (no paint or tape).</li> </ol>	

**Condition C: Unique intersection** – The following proposed pedestrian transitions shall be considered on a case by case condition that makes this a unique situation that meets the following situations:

- A unique land use (school, park, or institution) located adjacent to or nearby the major street that has pedestrian populations that create unique challenges (youth, elderly, etc.) without the traffic signal.
- Unusual geometric or skewed intersection (not the typical 3 or 4 legs).
- Primary transit network street where pedestrian crossing would be needed to serve bus stops at this intersection.

The proposed pedestrian transition treatments are:

- Centerline (In-Street) Pedestrian Sign, except that a single painted marked crosswalk shall be permitted for the two-year implementation period (change from Condition 2 Criteria 6 above).
- Temporary (ground mounted battery powered) flasher for a 6 month period after the signal removal and/or advanced warning signs addressing the unique location, intersection or pedestrian circumstances and characteristics.
- Public Works will monitor these signal removal intersections to assess if crash patterns have changed and further traffic measures are needed.

While a permanent pedestrian flasher and a half signal have been considered for Condition C, both are long-term measures, not interim treatments, and both have inherent pedestrian safety challenges. Also, a pedestrian flasher has been used primarily and exclusively for mid-block locations or at multi-lane crossings (4 travel lanes or more) in the City. A half signal (while under experimental testing now) results in conflicts between the signal and the cross-street stop signs.