



# Walton County Crosswalk Policy

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## 1. Introduction

Crosswalks serve as pedestrian right-of-way across major and minor roadways that can either run parallel or perpendicular to the roadway. Their purpose in Walton County is important to the safe and efficient mobility of pedestrians.

## 2. Policy Objectives

The transportation network shall be designed to meet the needs of pedestrians, bicyclists, and vehicular traffic while providing safe and efficient means of travel for all modes. The specific objectives of this policy are as follows:

- 2.1 The County shall evaluate, maintain, and enhance any existing crosswalks to ensure pedestrian safety and motorist awareness.
- 2.2 The County shall provide sufficient means of pedestrian connectivity without unnecessarily impeding vehicular progression throughout the county's roadway network.
- 2.3 The County shall encourage pedestrians to safely and correctly use the designated transportation facilities through awareness campaigns or other methods.
- 2.4 The County shall consider new crosswalk locations or improvements to existing crosswalks based primarily on safety, then on demand and access.
- 2.5 Newly constructed crosswalks shall clearly convey pedestrian objectives, provide awareness to vehicular traffic, and meet current county, state, and federal design standards.
- 2.6 It is not the intent of this policy to create non-conforming conditions for existing crosswalks. Existing crosswalks that do not meet the requirements of this policy will be evaluated upon any proposed development or redevelopment within the vicinity of the crosswalk.

## 3. Reference Standards

This policy shall be a living document, adhering to the periodic revisions to the multiple standards outlined below which guide the construction and improvement of crosswalks throughout the County. The most recent revisions of these primary reference standards shall be used to guide the crosswalk improvements.

### 3.1 Federal Standards

The Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), latest edition, shall dictate the signage and pavement marking standards for all crosswalks. The following MUTCD references shall be used for design guidance:

#### MUTCD Part 2: Signage

Section 2B.11 – Yield Here To Pedestrian Signs/Stop Here For Pedestrian Signs (R1-5 Series)

Section 2B.12 – In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a)

Section 2B.51 – Pedestrian Crossing Signs (R9-2, R9-3)  
Section 2C.29 – Speed Hump Sign (W17-1)  
Section 2C.50 – Non-Vehicular Warning Signs (W11-2)

MUTCD Part 3: Markings

Section 3B.18 – Crosswalk Markings  
Section 3B.23 – Curb Markings  
Section 3B.25 – Speed Hump Markings

MUTCD Part 4: Highway Traffic Signals

Chapter 4E – Pedestrian Control Features  
Chapter 4F – Pedestrian Hybrid Beacons

### 3.2 State Standards

The Florida Department of Transportation (FDOT) Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition, commonly referred to as the “Florida Greenbook,” shall dictate the acceptable design and construction methods for pedestrian facilities within state right-of-way and shall provide guidance on nonstate roads throughout the County. FDOT standard construction details shall apply, as applicable. American Disabilities Act (ADA) accessibility requirements are generally considered in FDOT design standards; however, care should be taken to ensure compliance with maximum slopes and distances for new crosswalks. The following FDOT references shall be used for design guidance:

Florida Greenbook  
Chapter 8, Pedestrian Facilities

FDOT Design Standards

Index No. 304 – Public Sidewalk Curb Ramps  
Index No. 546 – Sight Distance at Intersections  
Index No. 17346 – Special Marking Areas

### 3.3 County Standards

Walton County Crosswalk Layout Standard (Attachment A): Walton County conducted a study update to the 30-A corridor in 2016 titled the “CR 30-A Traffic Study” by ATKINS. This study specifically focused on pedestrian facilities and crosswalks along CR 30-A. This study identified two basic layouts for crosswalks that were adopted by the Board of County Commissioners as the Walton County Crosswalk Layout Standard which can be found on the Public Works website and are attached to this document. These design standards shall apply for all situations where other jurisdictional standards do not supersede Walton County standards.

Crosswalk Standard Layout Construction Details:

1<sup>st</sup> Layout Standard – Recommended for crossings which connect side street pedestrian facilities to the multi-use path or various access points on the opposite side of the roadway.

2<sup>nd</sup> Layout Standard – Recommended exclusively for these locations.

- For use when the multi-use path crosses from one side of the road to the other.
- For locations that provide direct access to Regional and Neighborhood Beach Accesses
- For private communities that wish to have a higher level of conspicuity\*\*

\*\* These locations shall apply for a Right of Way Use agreement to install and maintain facilities within the public right of way. These facilities shall be funded privately.

#### **4. Criteria for Evaluating Crosswalks**

All crosswalks shall be evaluated every five years to ensure compliance with applicable standards.

##### 4.1 Types of crosswalks:

- Intersections (Crosswalks at signalized intersections)
- Mid-Block Crossings (Crosswalks falling between intersections and driveways)
- Parking Lots and Driveways (Crosswalks at service drives, building driveways, or entrances to parking lots)

##### 4.2 Evaluation parameters for existing or proposed crosswalks:

- Location
- Direction of Travel
- Length
- No. of Lanes Crossed
- Vehicular Sight Distance
- Pedestrian Sight Distance
- Pavement Markings
- Signage
- Lighting
- Accessibility
- Curb Ramps

#### **5. Conditions for Removal of Crosswalks**

Existing crosswalks should be removed and pedestrian traffic corridors redefined if warranted by any of the below conditions:

- Sight distance endangers pedestrian safety in crosswalk;
- ADA requirements are not met;

- Adjacent crosswalks fall below minimum separation distances and vehicular flow is impeded;
- Pedestrian crossing volumes do not support the crosswalk location; or
- An engineering study is performed, and a location is determined to be unsafe.

## **6. Crosswalk Design Standards**

Walton County shall maintain and enhance any existing crosswalks to ensure pedestrian safety and motorist awareness.

Newly constructed crosswalks shall clearly convey pedestrian objectives, provide awareness to motorists and bicyclists, and meet current design standards set forth in the MUTCD, Florida Greenbook, and the County Layout Standard.

In addition to meeting the requirements of the cited reference standards, crosswalks should also adhere to the following design guidelines:

6.1 The engineer performing the crosswalk design shall consider all multi-modal transportation, the number of traffic lanes, vehicular speed, crosswalk visibility, and any additional enhancements recommended for sustainability and overall safety.

6.2 Crosswalks shall be properly marked with proper signage located on both sides of the crosswalk to encourage motorist awareness.

6.3 Pedestrian crossing demand should be sufficient to justify new crosswalk placement, as determined through pedestrian counts and engineering judgment.

6.4 Sufficient means of pedestrian connectivity should be provided without significantly impeding vehicular progression throughout the county roadway network.

6.5 All crosswalk locations shall be illuminated. Illumination may include reflective paint, reflective pavement markers, and light fixtures.

6.6 No mid-block crosswalk shall be constructed within 300 feet of an existing mid-block crosswalk.

6.7 Sufficient sight, distance, and visibility are required at the proposed crosswalk location for both drivers and pedestrians. Sight distance should be evaluated in accordance with FDOT Design Standards Index No. 546.

6.8 Vehicular parking on the street should be prohibited within 200 feet of a midblock crosswalk, both ways, to ensure visibility. Parking can be closer than 200' when spaces are buffered from the travel lane by a distance of 5 feet or more.

6.9 A sidewalk network must be provided on both sides of a crosswalk.

6.10 The relocation or elimination of an existing crosswalk may be considered to accommodate a new crosswalk location that more efficiently serves pedestrian crossing patterns.

6.11 Crosswalk signage and pavement markings must be visible to both pedestrians and drivers at all times. All Crosswalk signage shall be high visibility yellow diamond grade.

6.12 Landscaping must be maintained and controlled to ensure that motorists have adequate visibility of crosswalks.

6.13 Pavement markings must be maintained in accordance with the latest MUTCD standards. In high volume areas (CR 30-A and Scenic Gulf Drive) maintenance shall occur on an annual basis.

6.14 Midblock crosswalks shall not be allowed to cross more than 3 lanes of traffic without a refuge island.

## **7. Crosswalk Addition or Enhancement**

The County shall consider new crosswalk locations or improvements to existing crosswalks based primarily on safety, then on demand and access.

Crosswalks can be added or enhanced under the following conditions:

7.1 Major or minor development order projects impacting crosswalk

7.1.1 During technical review of major or minor development order applications which impact an existing crosswalk or propose a new crosswalk, the project design team should coordinate with Walton County Planning and Walton County Public Works

7.2 Pedestrian incidents warranting specific safety evaluations of a crossing location or crosswalk

7.3 Requests by schools, departments, organizations, or other private developments

## **8. Attachments**

Attachment A – Walton County Crosswalk Layout (2016)

**APPROVED** by the Board of County Commissioners of Walton County, Florida, this 11<sup>th</sup> day of September, 2023.



Daniel "Danny" Glidewell, Chairman  
Board of County Commissioners  
Walton County, Florida