

SIGNING & PAVEMENT MARKINGS

The corridor review of CR 30A included a look at the existing signing & marking. A key noted issue of the review is the presence of many marked crosswalk with varying layouts. Crosswalks are marked in various areas often not connecting pedestrian facilities on one or both sides of the roadway. The actual layout of the crosswalk and approach signage also varies along the corridor with certain areas having high emphasis treatments and other areas having standard crossings without the high emphasis bars. Additionally, the approach signage varies with some crosswalks having no advanced signage, some crosswalks having standard reflective advance signage, and some crosswalks having flashing beacons. One location was noted as having an in-roadway sign which displays the state law to stop for pedestrians message.

It is recommended that the County standardize crossings on CR 30A in order to promote uniformity and consistent layout. Doing so meets driver expectation and generally improves the ability of drivers to judge the upcoming roadway facilities and respond appropriately. It is recommended that two basic layouts be adopted, both with high emphasis striping.

The first layout includes a high emphasis marked crosswalk with standard reflective advance signage (See Figure 12). This layout is 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. The need for a crossing at an uncontrolled location should be evaluated on a case by case basis noting the pedestrian attractors and generators that are connected. Where crosswalks are marked and will be installed or will remain, it is necessary that the County construct appropriate ADA compliant paved landing areas at a minimum.

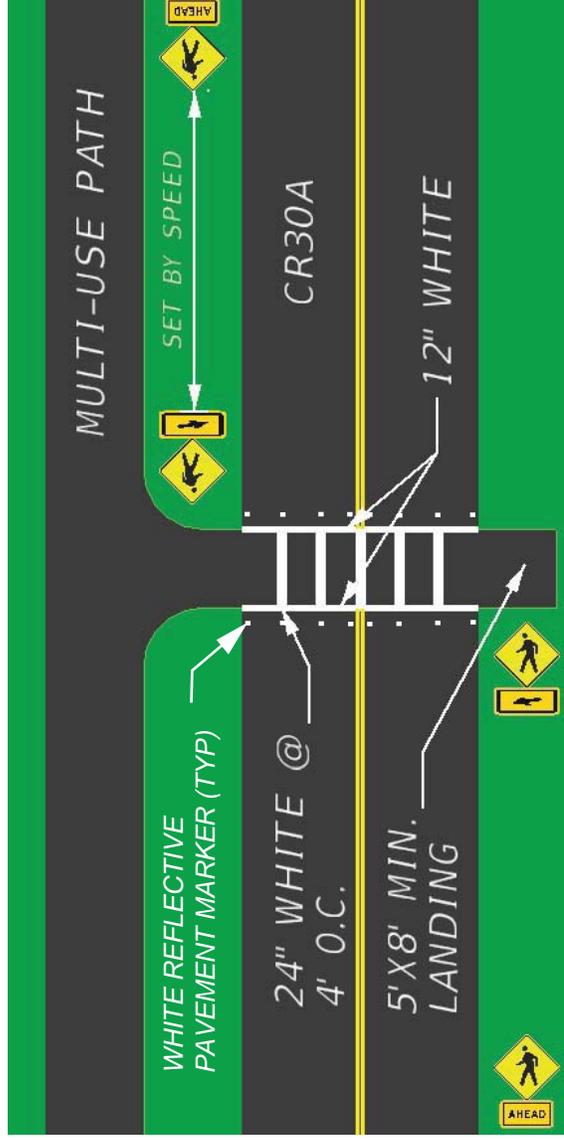


Figure 12. Recommended Minimum Crosswalk Layout

The second layout is intended exclusively for locations in which the multi-use path crosses CR 30A. In these locations, it is recommended that the County construct a high emphasis crosswalk with flashing lights. The heavy volume nature of the crossings justifies the use of flashing beacons in order to call more attention to the crossing. There are several options for use in flashing beacons with either continuous flashing operation or by pedestrian activation. Each option has its own merit.

Continuous flashing beacons do not require that pedestrian activate the crossing and thus the beacon remains operational and noticeable to drivers in case a pedestrian begins to move through the crosswalk without having activated the crossing. Although, continuous flashing operation even without pedestrian crossings does have drawbacks. Drivers can become accustomed to the continuous operation and begin to disregard the warning as they do not see pedestrians in the crosswalk directly associated with the flashing operation.

Pedestrian activated beacons such as the Rectangular Rapid Flashing Beacon (RRFB) require that some form of actuation occur in order to alert motorists of crossing pedestrians (See example in Figure 14). However, due to the intermittent nature of the flashing operation occurring only during actuated crossings, drivers become accustomed to seeing pedestrians during the flashing operation. Because of this, the flashing operation does not “fade into the background” of the route signage and become ignored. The down side of actuated crossings can be the means of actuation. If pedestrians do not actuate the crosswalk, the additional safety measures do not perform. There are mitigating measures for this, though by using passive detection systems such as infrared sensors which automatically trigger the system. Passive options typically require more extensive maintenance, however.

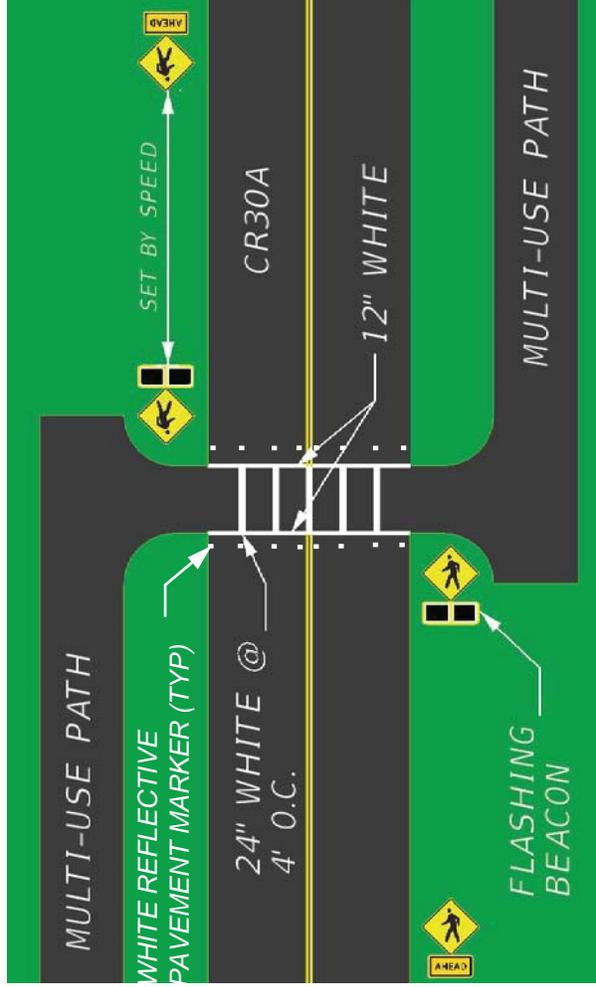


Figure 13. Recommended Trail Crossing Layout

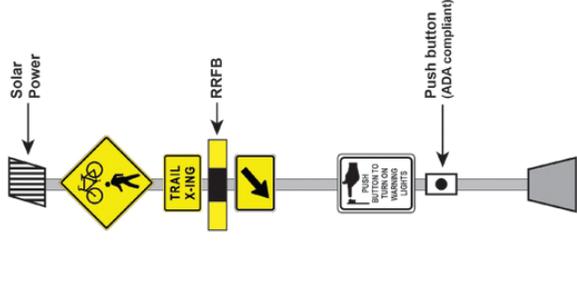


Figure 14. Example of RRFB