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**MEETING DATE:** December 6, 2021  
**SUBMITTED BY:** Brent Mareck, City Manager  
**SUBJECT:** Sign and Pavement Marking Policy

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**COUNCIL ACTION:**

1. A motion to adopt the Sign and Pavement Marking Policy.
2. A motion to remove all “Slow Children” and “Children At Play” signs beginning May 1, 2022.

**OVERVIEW:**

From time to time the City will receive a request from a resident or another interested party related to the placement of street signage, pavement marking, or other traffic control measures. For the most part the City has handled these requests on a case by case basis, however, the frequency and complexity of these types of requests have increased over the last few years. A draft Street Sign and Pavement Marking Policy has been drafted, in an effort to develop a uniform request process and establish consistent decision-making criteria.

The draft policy is set up to be administered by the City Engineer using the following objectives:

- a. Providing a systematic process for the City to address traffic concerns from residents through an easy-to-follow program applied consistently throughout the City.
- b. Evaluating the traffic concerns made by residents, and if necessary, providing solutions that would reduce speeds or volumes and minimize vehicle crashes.
- c. Informing residents of the traffic issues by educational efforts (i.e. informational letters). This will promote greater neighborhood support and will better address their needs as a whole.
- d. Offering a program that incorporates a wide variety of traffic calming strategies, including educational and enforcement efforts as well as other engineering tools.

The City Council reviewed the draft policy at their November 15 work session. In addition to providing comment on the overall policy, the City Council requested action be considered to removal all existing “Slow Children” or “Children At Play” signs in the City as a means to ensure policy consistency throughout the community. The Public Services Department conducted a count and estimated there to be five “Slow Children” or “Children At Play” signs throughout the community. Pending Council approval to remove these signs, a newsletter article would be placed, prior to the signs being removed in the spring of 2022.

**FINANCIAL:**

N/A

**RECOMMENDATION:**

The draft was prepared and reviewed collectively by the City Engineer, Community Development Director, Public Services Director, and City Attorney.

**ATTACHMENTS:**

1. Sign and Pavement Marking Policy



## **Street Sign and Pavement Marking Policy**

### **1. Objectives**

Improve neighborhood livability by creating a formal process to review issues related to pedestrian safety, driver safety, and overall traffic movements on City streets. This objective can be accomplished by:

- a. Providing a systematic process for the City to address pedestrian safety and traffic concerns from residents through an easy-to-follow program applied consistently throughout the City.
- b. Evaluating the traffic concerns made by residents, and if necessary, providing solutions that would reduce speeds or volumes and minimize vehicle crashes.
- c. Informing residents of the traffic issues by educational efforts (i.e. informational letters). This will promote greater neighborhood support and will better address their needs as a whole.
- d. Offering a program that incorporates a wide variety of traffic calming strategies, including educational and enforcement efforts as well as other engineering tools.

### **2. Policy Position on Children at Play Signs**

“Children At Play” signs are not an approved sign in the City because they give the impression that it’s safe for children to play on or beside the roadway and there is no evidence that these signs reduce speeds or accidents. In addition, the Federal Highway Administration does not recognize these types of signs as official traffic control devices.

### **3. Policy Position on Crosswalk Markings**

Minnesota Statutes, section 169.21 provides details regarding the state law on crosswalks. The statute provides, in part, that where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

National studies have shown that marked crosswalks at uncontrolled locations have a higher pedestrian crash rate compared to unmarked crosswalks at the same types of locations for those roads with high traffic volumes and multiple driving lanes. Considerations for installing a marked crosswalk need to include pedestrian volume, traffic volume, available stopping sight distance for drivers, distance to the nearest crosswalk, number of driving lanes, and speed of vehicles. Crosswalks do have their appropriate place; however, they should not be looked at as safety devices because they are not.

#### **4. Request Procedure**

Any interested party who feels there is a traffic or pedestrian problem may contact the City Engineer. The request should include details of the traffic concern, including the location and nature of the problem, times of the day the problem occurs, and the frequency of the occurrence.

#### **5. Data Collection**

Once the application is received, City staff will collect information pertaining to the concerns of the initiator, to the extent it deems necessary and desirable, such as description and geometrics of the affected streets, traffic counts and speeds (weather permitting), crash history, pedestrian and bicycle activity, surrounding land use, and existing signing and controls.

#### **6. Findings and Considerations**

Based on the information and findings, any of the following education-, enforcement-, and action-based strategies may be considered.

**Traffic Safety Newsletter:** A personalized newsletter designed for the neighborhood describing the traffic concerns and recommendations. The newsletter may provide information on volumes and speeds in the area, as well as reminders of traffic laws and traffic safety tips.

**Speed Trailer:** A portable trailer equipped with a radar unit, which detects the speed of passing vehicles and displays it on a reader board. The trailer shows drivers their actual speed versus the posted speed limit and encourages compliance. The device also helps neighbors to gauge how fast the posted speed limit looks as drivers pass by.

**Law Enforcement:** Increased enforcement by the Carver County Sheriff's Office to monitor current traffic conditions and issue appropriate citations.

**Brush Trimming:** The trimming or removal of brush by homeowners or City crews to allow better sight distance. Visibility from any street or driveway shall be unobstructed above a height of three feet in the sight distance triangle.

**Signage:** The posting of appropriate regulatory (e.g. minor street stop signs, speed limit signs, etc.) or warning signs (e.g. no outlet, pedestrian crossing, school signs, etc.).

**Pavement Markings:** Paint markings may be placed on the pavement, including centerlines, bike lanes, pedestrian crosswalks, or striping shoulders.

**Turn Restrictions:** Full or part-time restrictions may be used where a specific movement is creating a safety problem. This could also apply to "No Right on Red" designations.

**Parking Modifications:** Where parking is considered a problem the City may consider limiting or otherwise modifying parking. City staff may consider input from those residents whose property is directly affected by the proposed parking modification. Approval of such modifications, including the limits of any No Parking areas, will be approved by the City Engineer.

Other Strategies: The list above is non-exhaustive and other strategies not expressly outlined herein may also be considered.

**7. Notification Procedure**

If the City Engineer determines that traffic control changes are needed, a variety of communication methods will be used to notify the community and drivers as needed.

Adopted by the City Council this 6<sup>th</sup> day of December, 2021.

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Courtney Johnson, Mayor

Attest:

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Vicky Sons-Eiden, City Clerk



STUDY REQUEST FORM

CONTACT INFORMATION:

DATE \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_

1. Describe the problem (attach pictures if needed):
  
2. Time of problem and specific days of week:
  
3. Location of the traffic problem, including street names (please provide a sketch, if possible):

Please submit completed application form to:

Dan Lonnes, P.E., City Engineer  
City of Carver  
PO Box 147

Carver, MN 55315

[daniel.lonnes@bolton-menk.com](mailto:daniel.lonnes@bolton-menk.com)