

PARKING RESTRICTIONS AT CROSSING LOCATIONS/ DAYLIGHTING

Purpose

Improve sightlines between motorists and pedestrians or bicyclists crossing the street.

Description

Signs, pavement markings, curb extensions, or vertical delineators that restrict on-street parking near a crossing.

Estimated Cost



Applicable Locations

- Approaches to crossings where parked vehicles block sightlines.
- Approaches to crossings with high pedestrian volumes.

Applicable Street Types

- Downtown Boulevard
- Downtown Street
- Boulevard

- Town Center Boulevard
- Town Center Street
- Neighborhood Connector
- Neighborhood Street
- Neighborhood Yield Street
- Industrial Street
- Country Connector
- Country Road

Safety Benefits

- Prevent motorists from parking in a crosswalk, giving sufficient space for pedestrians to wait to cross the street.
- Increase sightlines for all road users.
- Encourage safer turning speeds when used on crosswalks at intersections.
- Restrict illegal parking near crosswalks.

Expected Crash Reduction

30 percent for vehicle-pedestrian crashes.³⁹

Design Guidance

- Parking shall be restricted at least 20 feet from the

back of the crosswalk on all sides. Parking may be restricted up to 40 feet on all sides.

- In locations with sight distance obstructions, the parking restriction should be extended as necessary.
- Area with parking restriction can be defined using curb extensions, planters, painted curb, or flexible delineators.
- Install a “No Parking” sign (MUTCD R7 series).
- Install with a high-visibility crosswalk and curb ramps.

Considerations

- Parking removal should be discussed with community stakeholders, such as businesses and property owners.
- Converted parking spaces can be reallocated for

green infrastructure or bicycle parking.

- Parking restrictions without physical barriers are less effective and may require enforcement.
- Parking restrictions may be tailored to certain times of day.
- May require removal of existing parking space markings and possibly meters.

Systemic Safety Potential

Potential for systemic implementation at all intersections with high pedestrian crossing volumes.

Additional Information

- Unsignalized Intersection Improvement Guide

