

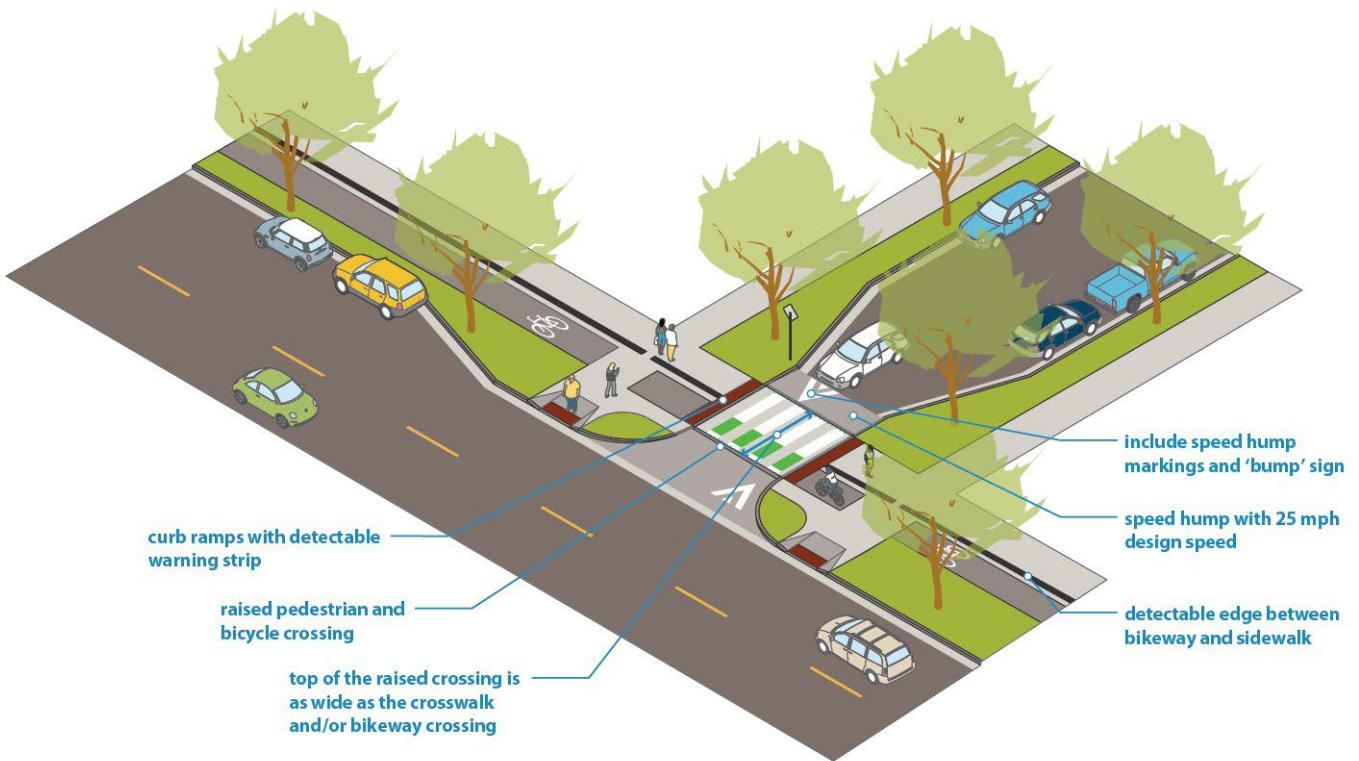


Raised pedestrian and bicycle crossings combine a speed hump with a crossing point.

INTRODUCTION

Raised pedestrian and bicycle crossings combine a speed hump with a crossing point. They support slower, safer traffic speeds at crossing points.

Figure 3.7D.4: Raised pedestrian and bicycle crossings



DESIGN CONSIDERATIONS

A. When to Use	<ol style="list-style-type: none"> 1. Raised pedestrian and bicycle crossings should generally be included with street reconstruction projects at busy pedestrian crossings, sidewalk-level protected bike lanes, or shared use paths when they cross an Urban Neighborhood street. 2. Raised crossings should also be considered for busy pedestrian and bicycle crossings across Parkways. 3. Raised crossings can be used at intersections or at midblock crossings. 4. Raised crossings are still be evaluating for use at signalized intersections. Conflicts with accessible pedestrian signal poles can present challenges at signalized locations. 5. Raised crossings generally should not be included across street types other than Urban Neighborhood and Parkway. 6. Raised crossings can be considered for street retrofit projects, although cost and drainage factors will limit their use in retrofits.
B. Design speed	<p>Raised pedestrian and bicycle crossings should typically be designed with a 25 mph design speed. To encourage slower speeds, drivers should notice a vertical difference when crossing over the raised crossing.</p>
C. Height	<p>Raised crossings should generally be designed to minimize the vertical difference of the pedestrian and bicycle crossing. The height of a specific raised crossing should be determined based on local factors, including drainage and nearby street grades.</p>
D. Detectable warning strip	<p>Detectable warning strips (typically made of truncated domes) must be installed on the edge of sidewalk to alert users that they are about to enter the roadway. See MnDOT's current curb ramp guidelines, curb ramp standard plans, and other design guidance and standards for details on constructing detectable warnings.</p>
E. Markings and signage	<p>Raised crossings should include a marked crosswalk and, where appropriate, marked bikeway crossing along with pedestrian crossing sign. They should also include standard speed hump markings and "BUMP" roadway marking or "BUMP" signage.</p>
F. Width	<p>The top of the raised crossing should generally be as wide as the crosswalk or bicycle crossing.</p>
G. Drainage	<p>Drainage challenges may limit the feasibility of using a raised pedestrian and bicycle crossing and need to be considered early in the design process.</p>
H. Midblock crossings	<p>See also NACTO guidance for midblock crosswalks for additional considerations.</p>
I. Coordinate with Fire department	<p>It's important that the raised crossing is designed to ensure that fire truck access is maintained. Work with Fire department staff on details for new raised crossings.</p>
J. Notification for winter plowing	<p>Ensure that Transportation Maintenance and Repair staff are aware of new raised crossings so plow drivers can plan accordingly.</p>
K. Evaluation	<p>Raised crossings are still be evaluated; this guidance may evolve in the future with further evaluation.</p>