

## APPLICATION FOR MID-BLOCK CROSSWALK INSTALLATION

City of Bethany, Oklahoma

Applicants should submit this form to the **Community Development Department** at [6700 NW 36th Street, Bethany, OK](#) or via email to [Construction.Application@bethanyok.org](mailto:Construction.Application@bethanyok.org).

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### 1. APPLICANT INFORMATION • Organization/Requestor

Name: \_\_\_\_\_

Primary Contact Person: \_\_\_\_\_ Title: \_\_\_\_\_

Mailing Address:

\_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

### 2. PROJECT LOCATION & DESCRIPTION

Requested Location: (Street name and nearest cross streets/address)

\_\_\_\_\_

Purpose of Crossing: (e.g., School access, park connectivity)

\_\_\_\_\_

Estimated Construction Start

Date: \_\_\_\_\_

Engineering Firm: \_\_\_\_\_ OK License #: \_\_\_\_\_

### 3. MAINTENANCE AGREEMENT & FINANCIAL RESPONSIBILITY

By signing this application, the Requestor acknowledges and agrees to the following:

- **Full Funding:** The Requestor is responsible for 100% of all costs related to the engineering study, design, materials, and labor.
- **Continuous Maintenance:** The Requestor assumes permanent responsibility for maintaining all crosswalk markings, signage, and appurtenances (such as [RRFB lighting](#)) to City and MUTCD standards.
- **City Intervention:** If the Requestor fails to maintain the facility, the City may perform repairs at the Requestor's expense or remove the crossing entirely.

#### 4. HOLD HARMLESS & INDEMNIFICATION CLAUSE

**Indemnification:** The Requestor (Indemnitor) hereby agrees to defend, indemnify, and hold harmless the City of Bethany, its elected officials, officers, employees, and agents from and against any and all claims, damages, losses, and expenses, including but not limited to attorney's fees, arising out of or resulting from the installation, existence, use, or maintenance of the mid-block crosswalk requested herein.

**Liability:** This agreement applies to any bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property, including the loss of use resulting therefrom, regardless of whether such claim is caused in part by a party indemnified hereunder.

#### 5. SUBMITTAL CHECKLIST

Please attach the following to this application:

- **Site Plan:** Drawn to scale and certified by a licensed Oklahoma Professional Engineer.
- **Traffic Study:** Documenting pedestrian volume and safety necessity.
- **Certificate of Insurance:** Naming the City of Bethany as an "Additional Insured."
- **Application Fee:** (As determined by the current City Fee Schedule).

#### 6. SIGNATURE

*I certify that the information provided is true and correct. I have read and agree to be bound by the City of Bethany Mid-Block Crosswalk Policy, including all liability and maintenance obligations.*

**Signature of Applicant:** \_\_\_\_\_ **Date:** \_\_\_\_\_

CITY OF BETHANY  
PUBLIC WORKS DEPARTMENT  
MID-BLOCK CROSSWALK POLICY AND PROCEDURE  
RESIDENTIAL SUBDIVISIONS

APPROVED BY CITY COUNCIL BY RESOLUTION No. 1734

**1. Purpose and Scope**

This policy outlines and establishes the standardized criteria for an independent party to apply for, install, and maintain mid-block crosswalks in the City of Bethany.. This policy ensures that such crossings are only placed where they significantly improve pedestrian safety and connectivity without creating undue traffic hazards and is designed to align with existing city ordinances, Oklahoma state statutes, and federal safety standards including but not limited to the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#).

**2. Legal Foundation**

**City Ordinance § 70.082:** The Traffic Engineer is authorized to install and mark crosswalks with appropriate signage.

**City Ordinance 70.083:** When the Traffic Engineer finds that pedestrian congestion required the installation of a crosswalk at a location other than intersections, he or she is authorized to install and maintain official traffic-control signals and appropriate devices, markings or signs and crosswalk markings on the surface of the roadway at the location

**Oklahoma Statute § 47-11-502:** Drivers must yield to pedestrians in marked crosswalks when the pedestrian is on the driver's half of the roadway or approaching closely.

**Oklahoma Statute § 47-11-503:** Pedestrians must yield the right-of-way when crossing outside of a marked or unmarked crosswalk at an intersection.

**3. Installation Criteria**

Mid-block crosswalks shall not be installed indiscriminately. An engineering study is required to verify:

- **Distance:** The location must be at least **300 feet** from the nearest protected crossing (signalized or stop-controlled intersection) to avoid motorist confusion.
- **Demand:** Evidence of a "pedestrian desire line," such as proximity to schools, parks, or high-density housing.

- **Safety Thresholds:** Specific pedestrian volumes (e.g., minimum 25 per hour for 4 hours) or high vehicle volumes (over 2,000 ADT) that justify a formal crossing, or if deemed appropriate by an Engineering Study.

#### 4. Design and Safety Standards

##### A. Pavement Marking Specifications

High-visibility markings are required for all mid-block locations to ensure maximum driver awareness.

- **Marking Style:** All mid-block crossings must use **Continental (Ladder) markings**—longitudinal bars parallel to the flow of traffic.
- **Bar Dimensions:** Individual bars must be 12 to 24 inches wide (or current MUTCD standards).
- **Bar Spacing:** Bars should be spaced 12 to 60 inches apart, specifically designed to avoid the wheel paths of vehicles to reduce wear (or current MUTCD Standards).
- **Crosswalk Width:** The total width of the crossing must be at least 6 feet. On streets where the speed limit is 40 mph or higher, the width must increase to at least 8 feet (or current MUTCD Standards).
- **Color and Material:** All markings must be white and use retroreflective materials to maintain visibility at night.

##### B. Signage Requirements

All signs must be installed according to the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) as referenced in Bethany's traffic safety guidelines.

- **Pedestrian Warning (W11-2)(W16-7PL):** Fluorescent yellow-green "Pedestrian Crossing" signs must be placed at the crosswalk location and must include **Rectangular Rapid Flashing Beacons (RRFBs)** User-activated flashing lights to increase driver yield rates.
- **Advanced Warning:** Advanced pedestrian warning signs with "AHEAD" plaques are required at a distance determined by the street's speed limit.
- **Mounting Height:** In urban areas, the bottom of the sign must be at least 7 feet above the ground; in rural-type settings without sidewalks, the minimum height is 5 feet.

- **Yield Lines ("Shark's Teeth"):** If the road has multiple lanes in one direction, advanced yield lines must be placed 20 to 50 feet before the crosswalk to prevent multiple-threat crashes.

### C. ADA and Construction Standards

All infrastructure must conform to [Oklahoma Department of Transportation \(ODOT\)](#), and ADA standards for accessibility (latest revisions).

- **Curb Ramps:** Every crosswalk must have ADA-compliant ramps with detectable warning surfaces (truncated domes).
- **Running Slope:** The sidewalk approach grade cannot exceed 5% unless it matches the general grade of the adjacent street.
- **Cross Slope:** The cross slope of the pedestrian path must be 2% or less to accommodate wheelchairs.
- **Pavement Material:** Sidewalk connections must be 4-inch-thick Portland cement concrete with a 2-aggregate cushion.

### D. Site Visibility and Setbacks

- **Sight Triangle:** No signs, vegetation, or parked vehicles may obstruct the "clear vision" area near the crossing.
- **Building Line:** In Bethany, a side yard building line must be at least 10 feet back from any mid-block crosswalk right-of-way line.
- **Lighting:** Proper illumination is required to ensure pedestrians are visible to drivers at night.
- **Advanced Treatments:** For multi-lane roads or streets with speeds over 35 mph, the city should consider:
  - **Pedestrian Refuge Islands:** To allow for two-stage crossing.
  - **Curb Extensions:** To shorten the crossing distance.
  - **Other Improvements:** as required by the City Engineer

## 5. Maintenance and Removal

- The City of Bethany Street Department shall regularly inspect markings for wear.

### Responsibility for Maintenance and Costs

The Requestor assumes all financial responsibility for the lifecycle of the crossing.

- **Initial Costs:** The Requestor is responsible for 100% of the costs related to the engineering study, design, materials, and labor for the initial installation.
- **Ongoing Maintenance:** The Requestor shall be responsible for the maintenance and repair of all crosswalk components, including but not limited to:
  - **Pavement Markings:** Re-stripping when visibility drops below standard levels.
  - **Signage:** Repairing or replacing bent, faded, or missing signs.
  - **Appurtenances:** Maintaining, repairing, and providing electricity for any Rectangular Rapid Flashing Beacons (RRFBs), lighting, or other electronic safety devices.

### **Failure to Maintain**

If the Requestor fails to maintain the crosswalk to the City's safety standards, the City reserves the right to perform the maintenance at the expense of the requestor.

- Mid-block crosswalks that no longer meet safety criteria or have been superseded by new intersection controls or infrastructure needs may be removed by the City Engineer at the requestor's expense or remove the crosswalk and all associated infrastructure without notice.

### **6. Liability and Indemnification (Hold Harmless)**

The requesting party (the "Requestor") shall be solely responsible for all risks associated with the installation and existence of the mid-block crosswalk.

- **Indemnification:** The Requestor agrees to indemnify, defend, and hold harmless the City of Bethany, its officers, employees, and agents from any and all claims, demands, losses, or liabilities (including attorney fees and court costs) for personal injury, death, or property damage arising out of or in any way connected to the midblock crosswalk or its associated infrastructure.
- **Waiver of Claims:** The Requestor waives any right to seek damages against the City for accidents occurring at or near the mid-block crosswalk.
- **Insurance Requirement:** The City requires the Requestor to maintain a general liability insurance policy naming the City of Bethany as an "Additional Insured" for the duration of the crosswalk's existence. Current Insurance policy must be submitted each year to the City of Bethany.

## **7. Removal and Restoration**

The City of Bethany reserves the right to revoke the permit for the mid-block crosswalk at any time for public safety or infrastructure needs. Upon revocation or if the Requestor no longer wishes to maintain the crossing or required insurance, the Requestor shall be responsible for the costs of removing all signage and equipment and restoring the roadway to its original condition.

## **8. Mid-block Crosswalk Fee Schedule**

- Administrative Review Fee - \$50
- Public Hearing Notice (If required) - \$200
- Additional permit review, design, or inspection fees *will* apply if request proceeds to engineering review or installation phase.