

**MUNICIPALITY OF SKAGWAY, ALASKA
RESOLUTION NO. 20-04R**

A RESOLUTION OF THE MUNICIPALITY OF SKAGWAY, ALASKA ESTABLISHING AND APPROVING THE LOCATIONS OF CROSSWALKS WITHIN THE SKAGWAY TOWNSITE.

WHEREAS, the Municipality of Skagway recognizes that strategically placed crosswalks in the Skagway townsite improve traffic and pedestrian safety and accessibility, and help route pedestrian traffic along safe routes; and

WHEREAS, the Skagway School Robotics team, the Crosswalk Kangaroos, developed and proposed a community-wide crosswalk plan to the Public Safety Committee and the Borough Assembly, which is incorporated into this resolution; and

WHEREAS, the Borough Assembly wishes to provide approval and a clear direction to the Municipality as to the locations of existing and proposed crosswalks;

NOW, THEREFORE BE IT RESOLVED, that the following crosswalk locations are established and approved:

A. Congress Way.

1. North of the municipal parking lot on the east side of the Small Boat Harbor, crossing over Congress Way (existing).
2. Between the two municipal properties currently leased to restaurants, crossing over Congress Way (existing).
3. Crossing the Pullen Creek Throughway on the west side of Congress Way (proposed).

B. Broadway.

1. At the Pullen Creek Throughway intersection, crossing over Broadway (existing).
2. The north and south sides of the Second Avenue intersection, crossing over Broadway (proposed).
3. The south side of the Fifth Avenue intersection, crossing over Broadway (proposed).
4. The south side of the Sixth Avenue intersection, crossing over Broadway (proposed).

C. State Street and State of Alaska property. The Municipality of Skagway will develop the following crosswalks in coordination with the State of Alaska.

1. Airport parking lot at the pedestrian bridge (existing).
2. Airport parking lot at the north egress where it intersects with State Street (existing).
3. The north side of the Third Avenue intersection, crossing over State Street (proposed).
4. The south side of the Fourth Avenue intersection, crossing over State Street (proposed).
5. The south side of the Sixth Avenue intersection, crossing over State Street (proposed).
6. The south side of the Eighth Avenue intersection, crossing over State Street (proposed).
7. The north side of the Eleventh Avenue intersection, crossing over State Street (proposed).
8. The south side of the Fifteenth Avenue intersection, crossing over State Street (existing).

E. Main Street.

1. The north and south sides of the Eighth Avenue intersection, crossing over Main Street (proposed).
2. The south side of the Thirteenth Avenue intersection, crossing over Main Street (existing).
3. The south side of the Fifteenth Avenue intersection, crossing over Main Street (existing).
4. The north side of the Seventeenth Avenue intersection, crossing over Main Street (proposed).
5. The northern-most point of Main Street just south of State Street, crossing over Main Street (proposed).

F. Alaska Street.

1. The south side of the intersection with the Klondike Highway (proposed).

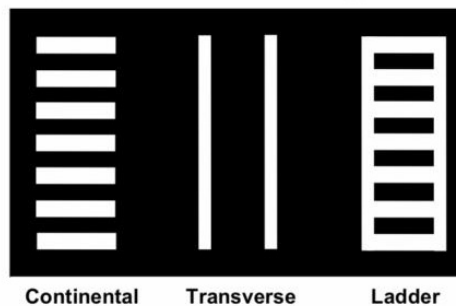
G. Avenues.

1. First Avenue.
 - a. The west side of the Broadway intersection, crossing over First Avenue (existing).
 - b. The west and east sides of the State Street intersection, crossing over First Avenue (existing).
2. Second Avenue.
 - a. The east side of the Spring Street intersection, crossing over Second Avenue (proposed).
 - b. The west and east sides of the Broadway intersection, crossing over Second Avenue (proposed).
 - c. The west and east sides of the State Street intersection, crossing over Second Avenue (existing).
3. Third Avenue.
 - a. The west and east sides of the State Street intersection, crossing over Third Avenue (existing).
4. Fourth Avenue.
 - a. The west and east sides of the State Street intersection, crossing over Fourth Avenue (existing).
5. Fifth Avenue.
 - a. The west and east sides of the Broadway intersection, crossing over Fifth Avenue (proposed).
6. Eighth Avenue.
 - a. The west and east sides of the State Street intersection, crossing over Eighth Avenue (proposed).
7. Eleventh Avenue.
 - a. The east side of the Broadway intersection, crossing over Eleventh Avenue (proposed).
8. Fifteenth Avenue.
 - a. The west side of the Main Street intersection, crossing over Fifteenth Avenue (existing).

H. **Crosswalks Design.**

1. All municipal crosswalks shall be white, unless they conform with H(2) of this resolution. All crosswalks should be marked using thermoplastic treated with retroreflective glass beads upon installation. The width of a crosswalk should generally conform to sidewalk width, but can be wider in locations with high pedestrian demand or narrow sidewalks. The minimum recommended crosswalk width is ten (10) feet.
 - a. **Crosswalk Marking Patterns.** It is the goal of the Municipality to gradually have all crosswalk markings be converted to the “continental” marking pattern. Existing “transverse” markings should be prioritized for conversion to continental markings as resources allow; recognizing resource limitations, this policy will be implemented slowly over time. When transverse markings are converted to continental markings, the side stripes may remain, creating a “ladder” marking pattern, since removal is costly, but side stripes should not be maintained. See Figure 1.

FIGURE I: Crosswalk Marking Patterns

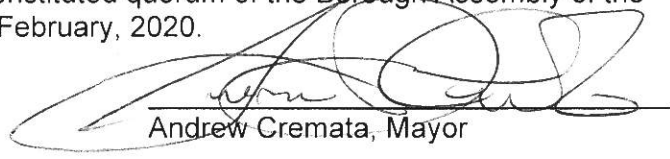


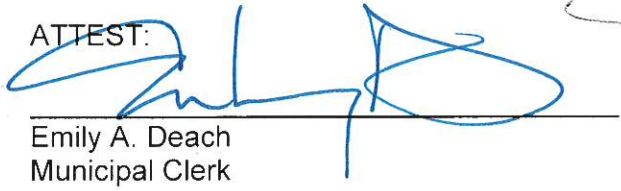
- b. **Continental Transverse Ladder.** Continental stripes should be two (2) feet wide and should be painted parallel to the curb. The minimum spacing between continental stripes is two (2) feet, although this spacing may be consistent or staggered. Staggered continental stripes may be used to avoid wheel paths. Because of their potential to reduce long-term maintenance, staggered continental stripes are the preferred continental marking pattern and should be used at new installations and after roadway repaving.
2. **Decorative Crosswalk Paving.**
 - a. Decorative paving treatments, including colored and/or textured concrete, asphalt or pavers, Street Print, Duratherm, or other similar treatments should not be considered a safety or traffic control measure. Decorative crosswalk treatments are not a substitute for, and should not detract from, transverse or continental crosswalk markings. Decorative treatments between transverse crosswalk markings are not a substitute for continental markings, which should be used for any new or upgraded marked crosswalks.
 - b. For both continental and transverse crosswalks, the decorative markings must contrast with the visibility of the crosswalk markings and must be devoid of retroreflective properties.
 - c. When used, decorative crosswalk paving treatments should consist of durable, skid-resistant materials that do not cause discomfort to those who use wheelchairs and other assistive mobility devices. When decorative crosswalk treatments supplement continental crosswalks, the underlying pavement material should be asphalt or another similar material that thermoplastic

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crosswalk markings adhere well to. All decorative crosswalk markings will be reviewed on a case-by-case basis, and must be approved by the Assembly. The municipal Public Works Department will maintain crosswalk markings and other traffic control devices but assumes no responsibility for maintaining decorative crosswalks.

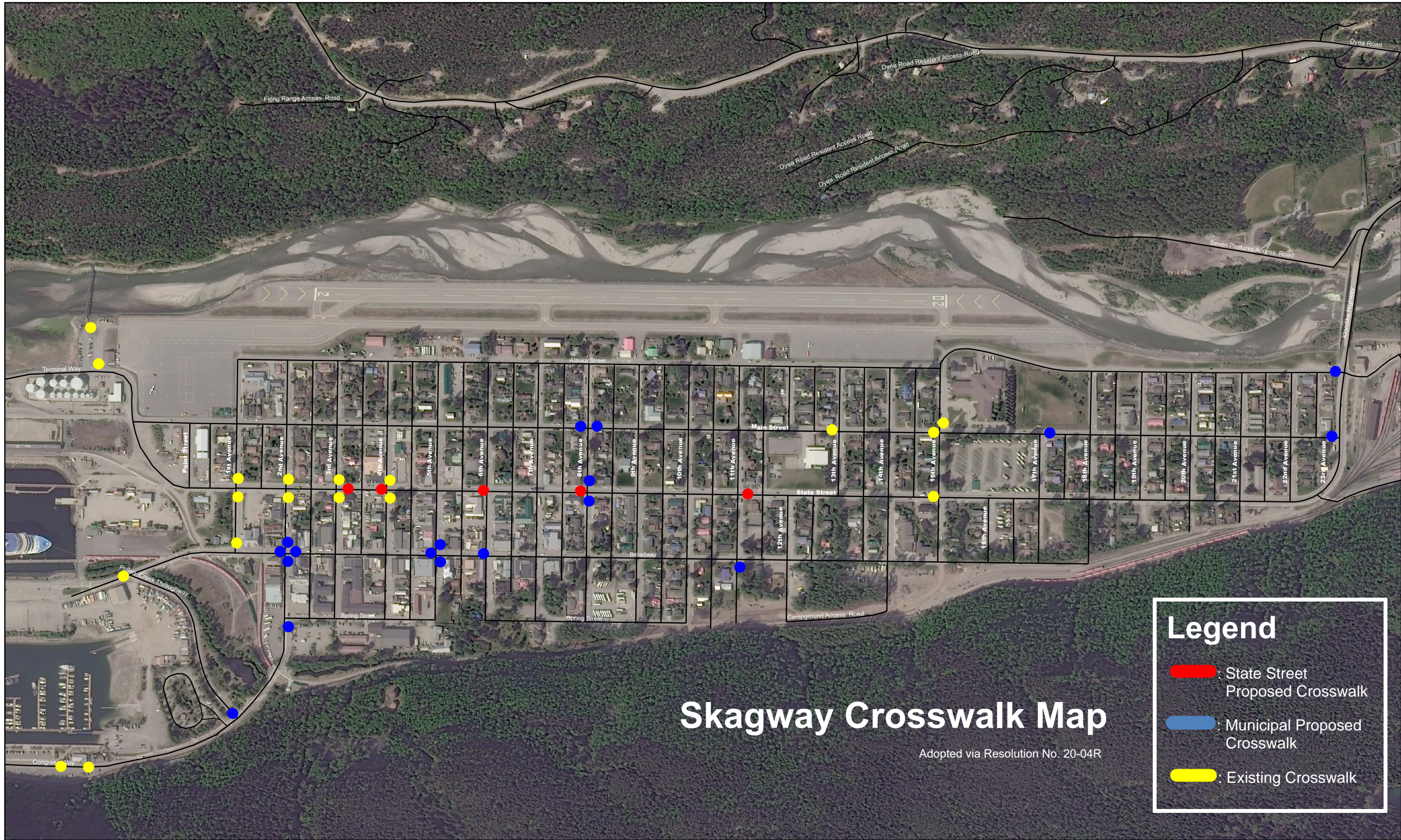
PASSED AND APPROVED by a duly constituted quorum of the Borough Assembly of the Municipality of Skagway this 20th day of February, 2020.


Andrew Cremata, Mayor

ATTEST:

Emily A. Deach
Municipal Clerk

(SEAL)





Skagway Crosswalk Map

Adopted via Resolution No. 20-04R

Legend

- : State Street
Proposed Crosswalk
- : Municipal Proposed
Crosswalk
- : Existing Crosswalk