



## TECHNICAL MEMORANDUM

**Date:** June 11, 2025

**To:**

**From:** Shawn Leight, PE, PTOE, PTP  
Brian Rensing, PE, PTOE, RSP 2I

**CBB Job Number:** 024-25

**Project:** Example Pier Cities with Median Ordinances

CBB has summarized how pier cities are addressing pedestrian safety in their city by providing examples of their ordinances that address pedestrian issues related to medians. The Table below summarizes the level of pedestrian restrictions within Pier City ordinances when considering medians. These example pier cities identify that medians are unsafe with some of those Cities restricting specific locations, all medians or medians on roads that have a posted speed limit of 30 mph or higher and widths of 6 feet or less.

### Peer Cities with Median Ordinances

Springfield, Missouri	35 mph, 15,000 vpd, or less than 6'
Sioux Falls, South Dakota	Roads 30 mph or greater and less than 6'
Abilene Texas	Specific Locations
Bismarck, North Dakota	All Medians
San Angelo, Texas	Any Median in City



**City of Springfield, MO - City Code Sec. 106-455<sup>1</sup>**

**Sec. 106-455. Rights and duties of pedestrians and motorists in arterial roadways and arterial intersections.**

- (a) City council finds and declares that the purpose of this section is to:
- (1) Protect pedestrians and motorists from traffic hazards and potential injuries that they may be exposed to when pedestrians engage in any activity on those portions of public streets with high traffic volumes and/or high speed limits that are open, improved, and in actual use for vehicular travel, and on medians within public streets that have high traffic volumes and/or high speed limits;
  - (2) Protect pedestrians and motorists from traffic hazards and potential injury which may result from distractions created by persons engaging in activities on public streets with high traffic volumes and/or high speed limits or medians within public streets that have high traffic volumes and/or high speed limits; and
  - (3) Provide for the safe and expeditious flow of traffic at city intersections.

- (b) Definitions. The following words, terms, and phrases, when used in this section shall have the following meanings, except where the context clearly indicates a different meaning:

*Arterial intersection* means any intersection with a speed limit, on at least one approach, of 35 miles per hour or greater; and/or average traffic volumes greater than 15,000 vehicles per day on at least one roadway; and/or a median less than six feet wide in at least one roadway; and which has been designated as an arterial intersection by the traffic engineer. "Arterial intersection" shall include the intersection as defined in section 106-1 and the intersecting roadways for a distance of 100 feet from the intersection.

*Arterial roadway*, for the purposes of this section only, means any roadway with a speed limit of at least 35 miles per hour or greater and/or average traffic volumes greater than 15,000 vehicles per day; and which has been designated as an arterial roadway by the traffic engineer.

*Distribution conduct* means an exchange which requires an acceptance or rejection of the item being distributed between a person located in an arterial roadway and an occupant of a vehicle operating on an arterial roadway.

*Median or island* means the area between separated traffic lanes measured from edge of the traveled way to edge of the traveled way, including areas between traffic lanes for control of vehicular movements. Such an area may be physically defined by curbing, landscaping, or other physical obstacles to the area's use by vehicles or by traffic control markings, such as paint.

- (c) The traffic engineer is authorized to designate roadways as arterial roadways and intersections as arterial intersections in accordance with the criteria listed above and list them in a schedule established from time-to-time and placed on file with the city clerk.
- (d) Prohibitions.
- (1) No person shall cross an arterial roadway at any place except in a crosswalk. Where there is no crosswalk, a person shall cross only where a pedestrian-control signal is located. Where there is no crosswalk or pedestrian-control signal, a person shall cross only at an intersection.

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<sup>1</sup>[https://library.municode.com/mo/springfield/codes/code\\_of\\_ordinances?nodeId=PTIICO\\_CH106TRVE\\_ARTVIIPE\\_S106-455RIDUPEMOARROARIN](https://library.municode.com/mo/springfield/codes/code_of_ordinances?nodeId=PTIICO_CH106TRVE_ARTVIIPE_S106-455RIDUPEMOARROARIN)



- (2) No person shall be located upon a median in an arterial intersection unless in the process of legally crossing a roadway. Failure of a person to leave the median after two consecutive opportunities to cross the roadway in a lawful manner is prima facie evidence of a violation of this subsection, unless such person's mobility is restricted to a degree which makes such person unable to safely cross the roadway during two consecutive opportunities.
- (3) Except in the event of a vehicular or medical emergency, it shall be unlawful for an occupant of a vehicle to exit a vehicle while located within an arterial intersection.
- (4) No person, other than an occupant of a vehicle, shall be upon an arterial roadway except to lawfully cross. No person while upon an arterial roadway shall approach a vehicle upon such roadway, except a vehicle that is lawfully parked. No occupant of a vehicle being operated on an arterial roadway shall engage in distribution conduct with a pedestrian standing in or entering upon an arterial roadway. Nothing contained herein is intended to prohibit:
  - a. Accepting from or distributing anything to occupants of a lawfully parked vehicle;
  - b. Accepting from or distributing anything to occupants of a vehicle adjacent to a sidewalk if the person accepting or distributing remains at all times on the adjacent sidewalk; or
  - c. Accepting or distributing anything to another person on a public sidewalk.
- (e) Exceptions. This section shall not apply to:
  - (1) Any law enforcement officer acting within the scope of his or her official duties;
  - (2) Any person engaged in rescue activities, including providing assistance to an injured person or disabled vehicle;
  - (3) Any person engaged in emergency repair or maintenance of a vehicle;
  - (4) Public employees acting within the scope of their duties;
  - (5) Any person performing work in an arterial roadway pursuant to a valid permit; or
  - (6) Any person entering a stopped vehicle as an invited passenger where it is lawful to do so, including accessing taxicabs or public transportation.

(G.O. No. 6416, § 3, 12-11-2017)



**Sioux Falls, South Dakota – City Code of Ordinances Section 80.009<sup>2</sup>**

§ 80.009 PEDESTRIAN SAFETY, USE OF MEDIANS.

(a) The city council makes the following findings and adopts the following statement of purposes of this section:

(1) Pedestrian fatalities increased in the United States by 66% from 2011 to 2021 according to the National Highway Traffic Safety Administration.

(2) According to the AAA Foundation for Traffic Safety (2011), the average risk of severe injury for a pedestrian struck by a vehicle reaches 50% at 31 mph and 75% at 39 mph.

(3) A driver traveling at 30 mph who hits a pedestrian has a 45% chance of killing or seriously injuring the individual according to the US Department of Transportation Federal Highway Administration (2021).

(4) The National Association of City Transportation Officials Urban Street Design Guide (2013) states that a median or island should be at least six feet wide where pedestrians are present.

(b) For any intersection listed herein, where the speed limit is 30 miles per hour or higher and lacks pedestrian facilities; and the width of the top surface of the median is less than six feet wide excluding the curb, pedestrians are prohibited from standing, sitting, or staying on a median for any purpose. While not an exhaustive list, this section prohibits, at a minimum, pedestrians from standing, sitting, or staying on a median at the following intersections in the city:

- (1) Marion Rd. at I-90.
- (2) Cliff Ave. at I-90.
- (3) Veterans Pkwy. at I-90.
- (4) Rice St. and Veterans Pkwy.
- (5) Benson Rd. at I-29.
- (6) Maple St. at I-29.
- (7) Algonquin St. and Minnesota Ave.
- (8) Russell St. and Westport Ave.
- (9) Russell St. and Western Ave.
- (10) Russell St. and Prairie Ave.
- (11) Rice St. at I-229.
- (12) Madison St. at I-29.
- (13) Madison St. and Veterans Pkwy.
- (14) 12th St. at I-29.
- (15) 10th St. at I-229.

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<sup>2</sup> [https://codelibrary.amlegal.com/codes/siouxfalls/latest/siouxfalls\\_sd/0-0-0-80492](https://codelibrary.amlegal.com/codes/siouxfalls/latest/siouxfalls_sd/0-0-0-80492)



(16) 26th St. at I-29.

(c) The previous section does not apply to:

(1) Public safety employees while performing their official duties.

(2) Employees or contractors for the city or state or other individuals authorized by the said entities to perform construction or maintenance work on streets or rights-of-way, while performing construction or maintenance work on the street provided that proper street signage is used and streets are blocked off as required by the city.

(3) Any individual responding to an emergency in the street.

(Ord. 19-24, passed 3-5-2024)



**Abilene, Texas - City Code Sec. 18-167** <sup>3</sup>

**Sec. 18-167. Stopping, standing, sitting or remaining at certain intersections within the City.**

- (a) No pedestrian or other person, who is within a roadway, may stop, stand, sit or remain in any intersection or crosswalk for a period longer than is necessary to traverse said intersection or crosswalk.
  - (b) No pedestrian or other person may stop, stand, sit or remain within the immediate vicinity of any vehicle stopped on a roadway.
  - (c) It is specifically provided, however, that a pedestrian or other person may stop, stand, sit or remain on the surrounding sidewalks, but not in or on the roadway itself.
  - (d) No pedestrian or other person shall stop, stand, sit or remain on or under any portion of a median, bridge, overpass, or viaduct for longer than is necessary to safely traverse said median, bridge, overpass or viaduct.
  - (e) The above provisions apply at the following locations:
    - (1) All intersections, access roads, and ramps adjacent to Winters Freeway from S. 1st Street to Buffalo Gap Road.
    - (2) All intersections adjacent to:
      - Buffalo Gap Road from S. 27th to Antilley Road.
      - Southwest Drive from Winters Freeway to Catclaw Drive.
      - Business I-20 from US-83 (Winters Freeway) to N. Judge Ely Blvd.
      - S. 14th Street from Willis Street to Butternut Street.
      - Judge Ely Blvd. from ES 11th Street to EN 10th Street.
      - Ambler Ave./SH 351 from Grape Street to East Lake Road.
      - Treadaway Blvd. from E. Hwy 80 to S. 11th Street.
      - Treadaway Blvd. from S. 27th Street to Industrial Blvd.
  - (f) *Definitions:*
    - Median.* Area or portion of a divided street, road or highway within the City separating lanes of traffic of said street, road or highway and shall be held to include the curb, if any, at the outer edge of said area.
    - Roadway.* Portion of the public street which is improved, designed or ordinarily used for vehicular travel, including the curb, berm or shoulder, whether or not improved.
    - Sidewalk.* Improved surface which is between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, and is improved and designed for or is ordinarily used for pedestrian travel.
- (Ord. No. 12-2019, pt. 3(Exh. B), 2-28-19)

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<sup>3</sup>[https://library.municode.com/tx/abilene/codes/code\\_of\\_ordinances?nodeId=PTIICO\\_CH18MOVETR\\_ARTIXPE\\_S18-167STSTSIRECEINWICI](https://library.municode.com/tx/abilene/codes/code_of_ordinances?nodeId=PTIICO_CH18MOVETR_ARTIXPE_S18-167STSTSIRECEINWICI)



**Bismarck, North Dakota - City Code Title 12- 16 -06 <sup>4</sup>**

12-16-06. Pedestrians on Roadways. In order to protect the health, safety and welfare of the citizens and to foster safe interaction between motor vehicles and pedestrians, the following limitations shall apply to pedestrians on roadways:

Title 12

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1. Where a sidewalk is provided and its use is practicable, it is unlawful for any pedestrian to stop, stand or walk along and upon an adjacent roadway.

2. Where a sidewalk is not available, any pedestrian walking along and upon a highway shall walk only on a shoulder, as far as practicable from the edge of the roadway.

3. Where neither a sidewalk nor a shoulder is available, any pedestrian walking along and upon a highway shall walk as near as practicable to an outside edge of the roadway, and, if on a two-way roadway, shall walk only on the left side of the roadway.

4. Except as otherwise provided for in this chapter, any pedestrian upon a roadway shall yield the right-of-way to all vehicles upon the roadway.

5. Subject to Chapter 10-06, and except while legally walking along or crossing a roadway, it shall be unlawful for any pedestrian to stop, stand or remain:

a. Within twenty feet of any intersection of city streets with state highways and state or federal highway on-ramps or off-ramps;

b. On any median in any city street;

c. On any bridge or overpass located along or across a public roadway where no sidewalk is provided.

d. On the roadway of any city street intended for the use of vehicular traffic if a sidewalk is not provided.

6. A person who violates this section is guilty of an infraction.

Reference: NDCC 39-10-33 (1980; Ord. 6249, 3-28-17)

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<sup>4</sup> <https://www.bismarcknd.gov/DocumentView.aspx?DID=160>



**San Angelo, Texas – City Code of Ordinances Section 10.013.H3<sup>5</sup>**

**Sec. 10.01.013 Pedestrian's rights and duties**

- (a) *Pedestrians subject to traffic-control signals.* Pedestrians shall be subject to traffic-control signals, but at all other places pedestrians shall be granted those rights and be subject to the restrictions stated herein.
- (b) *Pedestrian's right-of-way in crosswalks.*
  - (1) *Drivers to yield right-of-way.* When traffic-control signs are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping if need be so to yield, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger. It shall be unlawful for any pedestrian suddenly to 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. A pedestrian's right-of-way in a crosswalk is modified under the conditions and as stated herein.
  - (2) *Passing stopped vehicle.* Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
  - (3) *Pedestrians to use right half of crosswalks.* Pedestrians shall move, whenever practicable, upon the right half of crosswalks.
- (c) *Crossing at right angles.* It shall be unlawful for any pedestrian to cross a roadway at any place other than by a route at right angles to the curb or by the shortest route to the opposite curb, except in a crosswalk.
- (d) *When pedestrian shall yield.*
  - (1) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.
  - (2) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.
  - (3) The foregoing rules have no application under the conditions stated herein when pedestrians are prohibited from crossing at certain designated places.
- (e) *Prohibited crossing.* Between adjacent intersections at which traffic-control signals are in operation, pedestrians shall not cross at any place except in a crosswalk.
- (f) *Obedience of pedestrians to railroad signals.* It shall be unlawful for a pedestrian to pass through, around, over or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.
- (g) *Pedestrians walking along roadway.*
  - (1) Where sidewalks are provided, it shall be unlawful for any pedestrian to walk along and upon an adjacent roadway.

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<sup>5</sup>[https://library.municode.com/tx/san\\_angelo/codes/code\\_of\\_ordinances?nodeId=COOR\\_CH10TRCO\\_ART10.01G\\_EPR\\_S10.01.013PERIDU](https://library.municode.com/tx/san_angelo/codes/code_of_ordinances?nodeId=COOR_CH10TRCO_ART10.01G_EPR_S10.01.013PERIDU)





- (2) Where sidewalks are not provided, any pedestrian walking along or upon a highway shall when practicable walk only on the left side of the roadway or its shoulder, facing traffic which may approach from the opposite direction.
- (h) *Pedestrians standing or soliciting.*
  - (1) It shall be unlawful for any person to enter into any public street for the purpose of soliciting a ride, employment, business, donations or contributions from the occupant of any vehicle being driven or operated on such public street.
  - (2) It shall be unlawful for any person to stand on or in proximity to a street or highway for the purpose of soliciting the watching or guarding of any vehicle while parked or about to be parked on a street or highway.
  - (3) **It shall be unlawful for any person to lie, sit, loiter, stand, or solicit for any purpose in any median in the City or in any intersection, underpass, or under any bridge located along US Highway 277, US Highway 67, or Loop 306 within the City of San Angelo.**
- (i) *Drivers to exercise due care.* Notwithstanding the foregoing provisions, every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any confused or incapacitated person upon a roadway.

(1959 Code, sec. 10-3-9; 1996 Code, sec. 10.109; Ord. No. 2020-113, § 1(Exh. A), 12-15-20)

State law reference(s)—Pedestrians, V.T.C.A., Transportation Code, ch. 552; solicitation of business by pedestrian, V.T.C.A., Transportation Code, sec. 552.007.