



Town of Zionsville | 1100 West Oak Street | Zionsville, Indiana 46077 | [www.zionsville-in.gov](http://www.zionsville-in.gov)

## Crosswalk Information

The Town of Zionsville frequently receives requests to provide marked crosswalks at locations other than intersections where vehicular traffic is required to stop for a sign or signal. A well-planned and well-managed transportation system considers all user types and needs, thus providing the safest, most efficient network. This necessarily includes the prudent use of crosswalks where conditions and situations warrant. Many neighborhoods are “just across the street” from a desired destination, whether it be as specific as a school, church or business, or as general as there being a multi-use pathway on the other side of the road. Before thinking that a marked crosswalk will solve an issue, it is important to recognize what marked crosswalks do and don’t do.



In the simplest breakdown there are two types of marked crosswalks. The first type is found at intersections where vehicular traffic is required to stop or yield in accordance with posted stop signs or traffic signals. In these cases, where vehicles are required to stop and follow posted traffic controls, drivers must generally yield to pedestrians before proceeding through an intersection. The second type is found where no stop conditions exist, and the marked crosswalk is away from any stop condition or traffic signal. These are commonly referred to as “mid-block” crossings.

Most people, drivers and pedestrians are not aware of who has the right of way at a mid-block crossing, and when. Indiana state statute 9-21-8-36 states, “...when traffic control signals are not in place or not in operation, a person who drives a vehicle shall yield the right-of-way, slowing down or stopping if necessary 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 closely from the opposite half of the roadway.”

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Administration 317.344.1167	Finance & Records 317.873.5410	Police 317.873.5967	Public Works 317.873.4544	Parks & Recreation 317.733.2273
Town Council 317.873.5130	Town Court 317.344.1176	Fire 317.873.5358	Municipal Action Center 317.873.5410	Community & Economic Development 317.873.8247



This law directs a driver to yield only when a pedestrian is already in the act of crossing or is otherwise upon the road. It does not give a pedestrian waiting to cross the right of way, rather the pedestrian is required to wait until there is a safe gap in the traffic. In other words, drivers are not required to stop for pedestrians waiting to cross. This lack of familiarity with state law invariably leads to confusion. Primarily, the pedestrian wishing to cross at a marked, mid-block crossing develops a false sense of security assuming that traffic will stop for them. Secondly, this pedestrian becomes frustrated that no one is stopping, and may consider making unwise decisions. Finally, when a driver elects to stop to allow a pedestrian cross, a driver coming from the opposite direction may not be aware of the waiting pedestrian. This results in a vehicle stopping travel in one direction, and the pedestrian being unsure about the other driver's intentions resulting in a stalemate of sorts. When this occurs during peak travel time, significant backups will occur further frustrating even more drivers.

By local ordinance, any new mid-block crosswalk location must be established by the Town Council. This is accomplished by presenting a request to the [Pedestrian Mobility Advisory Committee](#) or the [Department of Public Works \(DPW\)](#). DPW has established [metrics for evaluating possible sites for new crosswalks](#). This localized methodology includes a three-tier approach: 1. High level initial screening based on physical conditions, 2. Data collection and 3. Alternatives and location evaluation. If there are suitable warrants and conditions supporting a crosswalk, the recommendation will include appropriate signage types, pavement markings and any other elements based on established engineering standards.

For more information about pedestrian safety, crosswalks and how crosswalks are established in Zionsville, watch this video with Mayor Emily Styron and DPW Director Lance Lantz:  
[https://www.youtube.com/watch?v=qT\\_KsG2Et3U](https://www.youtube.com/watch?v=qT_KsG2Et3U).