



office memorandum

Date: August 14, 2026

To: Darrel Pyle, City Manager
Shannon Stevenson, Assistant City Manager
Rick Knighton, City Attorney
Scott Sturtz, Public Works Director

From: David Riesland, City Transportation Engineer *DRR*
Awet Frezgi, City Traffic Engineer *AF*

Subject: Robin Hill School
Pedestrian Crossing Request and Results

BACKGROUND:

Robin Hills School Administration reached out to staff via a telephone call and follow-up e-mail on May 22, 2026. The purpose of the outreach was to request rumble strips for Franklin Road near the school to warn motorists of a situation where pedestrians could be crossing Franklin Road from the church (south side of Franklin Road) to the school (north side of Franklin Road) or vice versa.

Given the high operating speeds on Franklin Road (posted at 50 mph and with an 85th percentile speed likely much higher), staff did not feel that the installation of rumble strips was an appropriate solution. In the past, the installation of rumble strips has created a number of citizen complaints due to the noise these devices cause. As an alternative, the school requested a crosswalk. At that point, staff offered to evaluate all alternatives and report back to the school. School administration also offered some frustration with the visibility of the STOP condition at the intersection of Franklin Road with 48th Avenue NE. They suggested that vehicles waiting to pick up students after school were blocking visibility of the STOP sign.

With the beginning of the school year approaching, the school reached back to staff on July 30, 2026, to get an update on the evaluation. Staff offered to meet with the school on Friday, July 31, 2026, or Tuesday, August 4, 2026. The school opted for the August 4 meeting.

From the Traffic Division, Mr. Awet Frezgi and Mr. Dennis Davis met with the school administration, including their school safety officer, to discuss the situation. Discussion began with an attempt to understand the nature of the complaint to better formulate a solution. School administration seemed frustrated by this approach and angrily left the meeting. Discussions between staff and the school safety officer continued until a plan for implementation was agreed upon. This plan would involve the installation of pedestrian crossing signs at the point of crossing, installation of stop lines on the Franklin Road approaches to the all-way STOP at 48th Avenue NE, and a plan to place traffic cones strategically to mimic where a marked crosswalk may be located. The location of the cones was chosen as the best locations for pedestrians to cross without

actually striping a crosswalk that could give pedestrians a false sense of security that it is safe to cross this area. The “temporary” crosswalk was thought to be in place during times when the school beacons would be flashing to provide an extra measure of security to these pedestrians. In addition, there was agreement that the school would monitor the crossing from their standpoint and that staff would also continue to monitor the location. Finally, it was discussed that police presence might be the ultimate solution to the problems that may be occurring. In the absence of police presence, the ultimate solution may be to provide an ADA compliant crossing at the all-way STOP with connections to both the school and the church. Upon agreement with this plan of action, staff and the security officer returned to Administration to discuss the plan in detail, and it seemed to meet with approval. A location map of the area is provided.



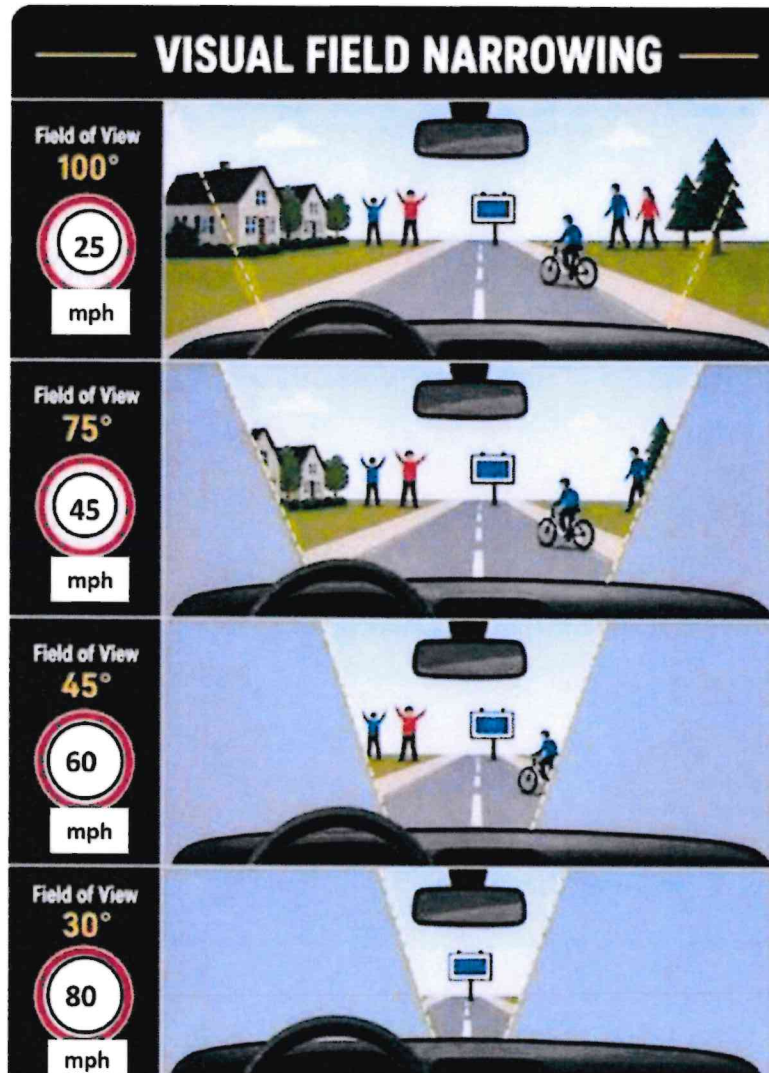
DISCUSSION:

Following the August 4 visit with the Robin Hill School Administration, an e-mail was sent from Council Member Kirby to the City Manager as well as to a member of the team that visited with the school. This e-mail led to further communications from Council Member Kirby either directly to staff or in various Facebook posts suggesting that the crosswalk was needed and he could raise the money needed for installation if that was causing staff to recommend against its installation

National guidelines suggest that the installation of an uncontrolled pedestrian crossing on a 50 mph roadway is inappropriate. The following figure depicts the risk of death of a pedestrian involved in a collision with a vehicle in a crosswalk at various speeds. As this graphic demonstrates, a pedestrian crossing a 50 mph roadway has a 75% risk of death when struck by a vehicle.



The following figure depicts how a driver's field of vision is reduced with higher operating speeds. As this graphic demonstrates, a motorist traveling at 50 mph has their field of view reduced between 25 to 55 percent of the field of view when travelling at 25 mph. In other words, the angle of the field of view from 25 to 50 mph reduces from 100° to between 75° and 45°.



Staff has a Public Works Procedure, PW3.020 (Procedure for Designating and Marking Pedestrian Crosswalks in the City of Norman) that specifically states that a pedestrian traffic study must be completed that shows a minimum of 20 pedestrians crossing in a given hour. In addition, this Procedure explicitly states that crosswalks are not to be installed on roadways with 85th percentile speeds of greater than or equal to 40 mph. A copy of that Procedure is attached.

**PROCEDURE FOR DESIGNATING AND MARKING PEDESTRIAN CROSSWALKS
CITY OF NORMAN**

The City of Norman utilizes white or white with contrasting black outline and continental-style markings for its crosswalks in accordance with the current edition of the *Manual on Uniform Traffic Control Devices* (MUTCD). In general, stop lines are located four feet behind the edge of the crosswalk nearest the driver approaching the crosswalk. Pedestrian crosswalks will be provided at signalized intersections where pedestrian access is provided including sidewalks and curb ramps. Occasionally, staff receives requests for marked pedestrian crosswalks at uncontrolled intersections or at mid-block locations. Once the request is received, staff will conduct an engineering study to determine if the installation of a marked pedestrian crossing can be supported. As part of the engineering study, the installation of a marked pedestrian crossing at non-signalized intersection locations must meet the following criteria:

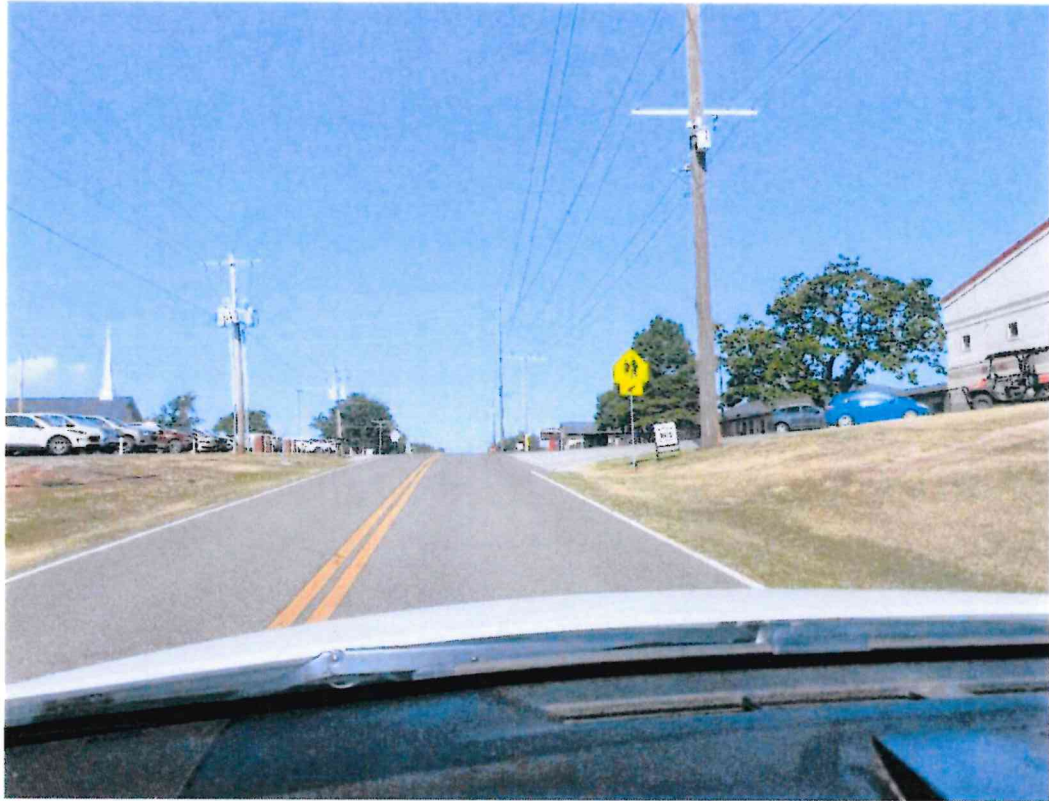
- A volume of pedestrians must be present to warrant the crosswalk. This would be either 20 pedestrians crossing during the peak hour or 15 pedestrians crossing during each of four hours (or a total of 60 pedestrians crossing during a four hour period).
- 85th percentile speeds on the streets where the proposed crosswalks are to be located should be less than 40 mph.
- The average daily traffic volume on the street where the proposed crosswalk is to be located is less than 15,000 vehicles per day.
- Motorists approaching the potential crosswalk from either direction should have unobstructed view of the crosswalk for a distance exceeding 200 feet.
- The proposed crosswalk site must have adequate street lighting near the crosswalk or be scheduled for installation of such lighting.
- The proposed crosswalk is located 300 feet or more from another crossing location or a controlled crossing location.
- In the case of a proposed midblock crosswalk, this location also must be 100 feet or more from side streets or driveways controlled by a STOP or YIELD sign.
- Special circumstances may necessitate the performance of a gap study to determine if adequate gaps are available in the street to be crossed with the proposed crossing. Specifics of a gap study are provided within the current edition of the MUTCD.

Approved by:

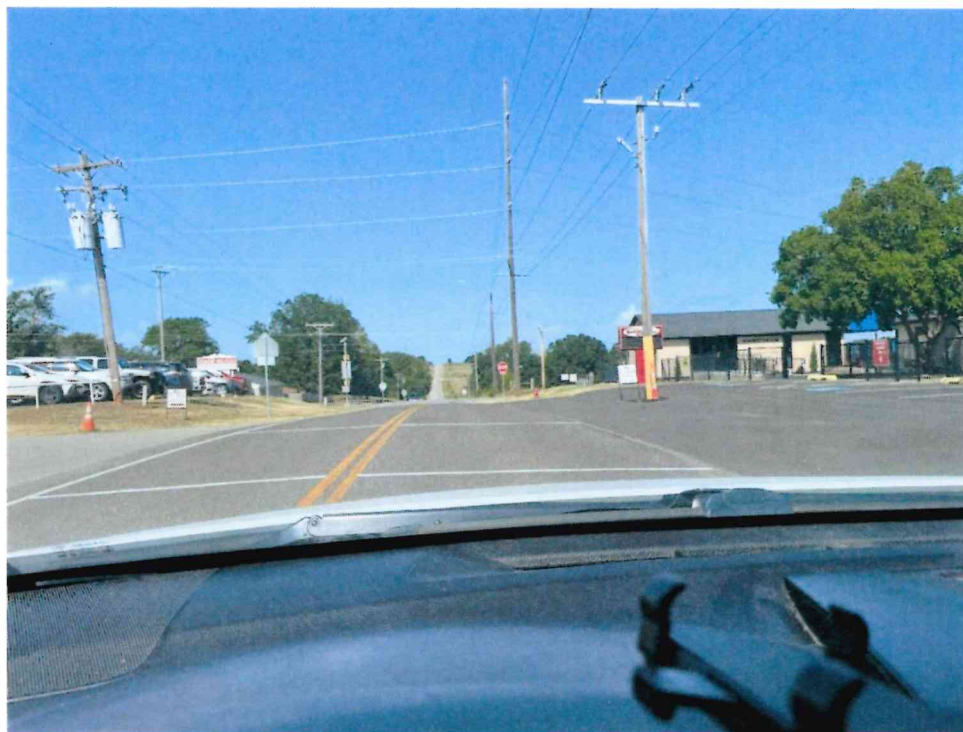

Scott Sturtz, P.E., Director of Public Works

Effective Date: October 10, 2014
Reviewed Date: October 10, 2014
Reviewed Date: February 20, 2018
Revised Date: June 3, 2022
Reviewed Date: March 10, 2026

Based upon the above information, the provision of a permanent crosswalk at this location could not be recommended. The image below shows the installation of the crosswalk signs that staff installed following the August 4 meeting with Robin Hill School Administration.



Later, staff determined, roughly a week following the initial field meeting with Robin Hill School Administration, that a crosswalk was installed by someone at this with no approval or concurrence from staff that this was appropriate. An image of that crosswalk is provided below.



The day following the discovery that a crosswalk had been installed, Council Member Kirby delivered to Public Works a roll with student and teacher signatures begging for the installation of a crosswalk for their safety. This has never been considered in any prior requests for any new traffic device.

RECOMMENDATION:

The location of this illegal crosswalk, in addition to being a tremendous safety hazard, is such that it conflicts with the school pick-up and drop-off lines. There is a significant chance of a pedestrian in this crosswalk being hit by a vehicle moving into or out of the pick-up/drop-off line. As it currently exists, this illegal crosswalk terminates on the north in a parking lot and on the south in a driveway. Neither is appropriate for the location of pedestrian crosswalk as it adds confusion to the intended path of the pedestrian and unnecessarily forces the pedestrians to mix with vehicular traffic.

This illegal crosswalk should be removed immediately. If Robin Hill School Administration remains adamant that a crosswalk be provided, then provisions for an ADA accessible crossing at the all-way STOP with connections to both the school and to the church should be investigated further. In the meantime, the crosswalk location should revert to the original plans to place traffic cones to mimic where the crosswalk would be located and removed when not in use. This crossing should be attended by a crossing guard with STOP paddle to assist with those pedestrians crossing Franklin Road.

Failure to remove this crosswalk places unnecessary liability on the City as there will be those who think the City either installed or approved installation of the crosswalk. Any attempt to transfer this liability to the installer is complicated by the fact that staff does not know who installed the crosswalk.