

BACKGROUND: We have had some internal debate about the most appropriate way to accommodate snowmobile (insert any specialized transportation mode, such as bicycles, ATV's, horses, etc.) traffic through signalized intersections. We have a few locations where formal snowmobile trails cross state highways at a signalized intersection (signalized for motor vehicles, not specifically for the snowmobiles). In those locations, we have traditionally used the pedestrian phase to accommodate the crossing. We now have folks that believe that snowmobiles and similar vehicles should be using the travel lanes and normal signal phasing for the direction of the crossing, similar to motorcycles and that the pedestrian phase is only to be used for pedestrians.

State	QUESTION 1: How do other states accommodate these crossings?	QUESTION 2: Would your answer be any different if the crossing was controlled by a Pedestrian Hybrid Beacon, which we have used at rail/trail crossings?
Alaska	<p>A point of clarification on material I'm attaching: in Alaska we call them snow machines. One of our regional traffic engineers dealt with this recently, and he said, "We expect them to cross with green light, ped walk phase, use button as needed, but not ride in the lanes or the sidewalk. Only on the shoulder when constrained, per Code."</p> <p>We do allow OHV use of the ROW according to internal policy and Alaska Administrative Code – but we don't do anything special other than routine roadside space for all purposes – utilities, slopes, drainage, etc.</p>	I don't think the answer would be different for PHB.
Alabama	I think our response would be similar to Missouri's.....the only modes in this arena we experience are bicycles and an occasional horse drawn wagon and they would utilize the vehicle signals/phases.	We have no PHBs on our roadways at this time.
Arizona	I'm not aware of any such accommodation within the State highway system; but the email mentions bicycles which are allowed to use the vehicular travel lanes to pass through a signalized intersection.	<p>According to the currently established warrants, the installation of a PHB system only applies to Pedestrians. The term pedestrian is defined in Arizona Revised Statutes Title 28 as the following:</p> <p>"'Pedestrian' means any person afoot. A person who uses an electric personal assistive mobility device or a manual or motorized wheelchair is considered a pedestrian unless the manual wheelchair qualifies as a bicycle. For the purposes of this paragraph, 'motorized wheelchair' means a self-propelled wheelchair that is used by a person for mobility."</p>
Delaware	No snowmobile crossings in Delaware. The closest we would possibly have is golf carts, but we don't have any golf cart crossings at signals (only unsignalized locations), at least that I can think of. I would think part of the answer would be related to how the vehicle in question is defined in your state code (street legal, etc.).	

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Idaho	<p>Below is the section of Idaho Code in regard to snowmobile crossings. That I know, we don't have any snowmobile crossings at any signalized intersection. If we did, they'd probably do as bicycles do and follow the vehicle indication with the exception that they can't cross on red when clear (bikes are allowed to cross on a red indication when clear).</p> <p>TITLE 49 MOTOR VEHICLES CHAPTER 6 RULES OF THE ROAD 49-669. SNOWMOBILE OPERATION LIMITED. (1) No person shall operate a snowmobile on any controlled-access highway. (2) No person shall operate a snowmobile on any other highway except when crossing the highway at a right angle, when use of the highway by other vehicles is impossible because of snow, or when the operation is authorized by the authority having jurisdiction over the highway.</p>	
Indiana	<p>INDOT has a few formal crossings in the northern part of the state that are signed with W11-6's but signal and channelization provisions have not been made for them. If snow mobiles (for that matter ATV's) were to cross a state highway along a local road but not be successfully detected INDOT might consider putting the minor road approach to the traffic signal on a minimum recall setting.</p>	<p>I think we would still place the snowmobile warning signs.</p>
Iowa	<p>I think it depends, it would be based on the trail and how it is designed through the intersection. If it is a trail that is separated from the road, I would use the pedestrian phase to accommodate the trail users. In Iowa many of the snowmobile trails are in the ditches, so the operators have to come up to the road at the intersection, and if it was signalized, they would follow the vehicle signals (detection may be an issue). I'm not aware of anywhere we have this situation as the trails are usually in the rural areas without traffic signals.</p>	<p>At a hybrid beacon, my answer would be the same.</p>

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Kentucky	<p>As Tim stated in his response, the answer would depend on how an intersection is designed for these vehicles to travel through the intersection. About the only “specialized” transportation mode that we would have at signals would be bicycles, and they typically use the vehicular displays/phasing unless it is a shared use path type facility that is designed to utilize the pedestrian signals.</p> <p>We do have ATV’s that can cross state highways, but the crossings generally occur in rural areas at unsignalized locations. If there was ever an occasion that we had a legal crossing at a signalized intersection, we would probably expect them to utilize the vehicular signal displays.</p>	<p>I don’t think the answer would be any different for a PHB. Whether we used vehicular or pedestrian displays would depend on the design for handling “specialized” traffic at the location.</p>
Maine	<p>With ATV’s we run them in the travel lane through the signal. Most of these are rural locations where we have inductance loops, can be a problem if they aren’t detected. Where we have cameras or radar there is no issue. I cannot think of a place where we have a snowmobile crossing through a traffic signal. I know we would not have them in the travel lane as they need snow to properly steer and wouldn’t want them to create more of a safety hazard than they normally pose.</p>	<p>I would allow snowmobiles to use a pedestrian hybrid beacon if we had any. I have 3 locations where snowmobiles are using RRFB and one location where golf carts use an RRFB to cross the roadway.</p>
Michigan	None in Michgan.	
Minnesota	<p>We have limited crossing at signals. In these locations, the trails are usually on one side of the road, so it would be difficult to force snowmobiles to use the traffic lanes (and they are not legally allowed in the traffic lanes). They currently use the push button to cross.</p>	Probably not

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Mississippi	<p>About the closest we've come to a similar situation is a bike crossing at a signalized intersection on a 4-lane divided expressway. We decided to allow the bikes to cross under the normal signal phasing although the bikes have their own lane. We're also using bike detection – the other option we considered was a push button for the bicyclists.</p> <p>I'd be inclined to allow the snowmobiles/other motorized vehicles cross under the signal's normal phasing; although, as has already been suggested, it might vary from site to site depending on geometric and traffic considerations. And, it seems there may need to be some signing &amp;/or education provided to inform motorists how the lanes are to be used – both for vehicular traffic and snowmobile/other motorized vehicle traffic.</p> <p>The time it takes a motorized vehicle to cross through an intersection is more in line with the vehicle passage times rather than the ped passage times. Also, if the motorized vehicles are using the ped crossing then there's a mixture of use in the crossing that may not lead to a safe environment for the pedestrians.</p>	<p>I'm not sure about the pedestrian hybrid beacons – I suppose that would be a function of traffic volumes &amp; characteristics. I don't think I'd rule it out.</p>
Missouri	<p>Bicyclists are the closest thing we have and they utilize the signal phasing.</p>	
Nebraska	<p>We do not have any designated snowmobile crossing, any rural hiker/biker trails have STOP control at the highway.</p> <p>FYI, Here is a link to our rule and regulation on snow mobiles:  <a href="http://www.sos.ne.gov/rules-and-regs/regsearch/Rules/Roads_Dept_of/Title-411/Chapter-6.pdf">http://www.sos.ne.gov/rules-and-regs/regsearch/Rules/Roads_Dept_of/Title-411/Chapter-6.pdf</a></p>	

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New Mexico	We don't have too many crossings on state facilities. We don't allow any crossing on access controlled or highway facilities. Local entities can allow all-terrain vehicles to operate under local ordinance as long as they meet certain typical conditions like headlights, brake , mirrors, etc. Local ordinance may allow crossing at signalized intersections. I am not aware of such ordinances. I do not have an issue with it.	No.
New York	We don't have any snowmobile crossings at signalized intersections that I am aware of.	We have installed one HAWK that is for a multi use trail. The bicyclists are expected to walk their bikes across as pedestrians. Most do not as it is seven lanes wide. So the pedestrians and bicyclists utilize the ped phase.
North Carolina	We would accommodate any vehicle in the travel lane assuming it is legally entitled to be there. We do have some examples of golf carts or multi-use trails utilizing ped phases when the cart path or multi-use trail is adjacent to the intersection, but those vehicles never share the road with regular vehicular traffic.	
Oregon	Oregon DOT will start to have to deal with it. We don't have too many snowmobile trails, but a fair amount of OHV (Off highway vehicle) trails. Our old rules were that all OHV crossings had to be at least 100' from the intersection. Recently a bill passed that said we can designate roadway, shoulder, and/or trails on state highways for OHVs and it allows crossing at the intersection. So we will be dealing with OHVs at signalized intersections soon. We would be interested in what other states are doing too. Please let us know. Some local jurisdictions have allowed OHVs (mainly ATVs) on their roadway system. Our guess is that they are treated like vehicles. It would be interesting to know if they had issues with actuating the signals at these intersection - or is actuating a ped push button easier?	We do have warning signs for snowmobile crossing up in our mountains that cross our highways. Usually the snowmobile trail has a tiny stop sign to denote they do not have the right of way until it is clear and safe to cross. No Ped beacons. Since we haven't dealt with this, I believe our answer would be the same.

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South Dakota	<p>We do not have this situation anywhere in South Dakota that I know of where a marked snowmobile crossing is at a signalized intersection. I would question how you would require or ensure that the snowmobiles use the travel lanes and vehicle signal phasing. This would be a significant shift in thinking where I am sure they are coming up to these locations and consider themselves more like a pedestrian because no matter which direction they are traveling what they need to do is cross the vehicle lanes to get to a ditch or trail off the roadway on another side. Their intent is not to use a driving lane (unless plows haven't been out and the snow is deep, but then who else is at the signal to complain? LOL). I question how signing would be able to indicate they need to enter a travel lane and wait for timing as the vehicles do. In lieu of a clear sign message, you would probably have to have some sort of state statute and/or educational outreach program for this.</p>	<p>My answer is the same whether the location has a traditional signal or a pedestrian hybrid beacon.</p>
Tennessee	<p>Not sure I know of a trail crossing location in Tennessee that is signalized either specifically for the trail crossing or the trail is co-located at an existing signal. We have signed a few ATV crossings.</p>	<p>To my knowledge TDOT hasn't installed a hybrid beacon on a state route. We are not sold on the hybrid beacon and I'm not sure there is much of a cost savings. We would prefer to install a traditional signal that is actuated by the user via push button or presence. Below is a shared use path crossing in Rhode Island that required actuation. Bicyclist didn't always stop to actuate but I thought it worked well.</p>
Texas	<p>Obviously we don't have this issue in our state. If we did, I would think they would follow the signals like a vehicle would.</p>	
Vermont	<p>I am not aware of any signalized crossings used by snowmobilers in Vermont.</p>	

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Virginia	<p>Virginia does not have snowmobile trails, however the Code of Virginia does allow for two other types of somewhat similar vehicles:</p> <ol style="list-style-type: none"> <li>1. Off-Road Recreational Vehicles (ATVs or UTVs) are allowed to operate on public streets in certain far southwest Virginia localities.</li> <li>2. Golf Carts are allowed to operate on low-speed low-volume roads (speed limit <math>\leq 25</math> mph and ADT <math>\leq 1000</math>) if the locality approves an ordinance.</li> </ol>	<p>VDOT does not currently operate any PHBs (though some Virginia cities do have them).</p>
Wyoming	We ignore the cries of the few. Push the button and shut up.	See part 2 of question #1.