

March 14, 2011

TRAFFIC ENGINEERING DIRECTIVE

302-2

Supersedes 302-1

SUBJECT: PEDESTRIAN CROSSWALKS AND PEDESTRIAN CROSSINGS

The intent of this Directive is to provide guidance on the use and installation of crosswalks and to emphasize the differences between Pedestrian Crosswalks and Pedestrian Crossings. Also included are the signing and pavement marking requirements for both of these conditions.

Pedestrian Crosswalks

Pedestrian crosswalks may be established at locations where there is adequate sight distance for both pedestrians and approaching vehicles.

Crosswalks at signalized intersections and across inter-sectional approaches on which traffic stops, serve primarily to guide pedestrians in the proper path. Crosswalks across roadways on which traffic is not controlled by traffic signals or STOP signs both guide pedestrians and serve to warn motorists of a pedestrian crossing point.

At crosswalks controlled by traffic signals or STOP signs, it is not mandatory to install any crosswalk type signing. However, at locations with substantial pedestrian activity, the installation of markings is recommended.

At established crosswalks not controlled by traffic signals or a STOP sign, an ADVANCE PEDESTRIAN CROSSING sign (W11-2) should be installed. At these locations, crosswalk markings should be installed. A FINAL PEDESTRIAN CROSSING sign (W11A-2) may also be warranted when there is a need to more specifically identify the exact location of the crosswalk.

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:

- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater.

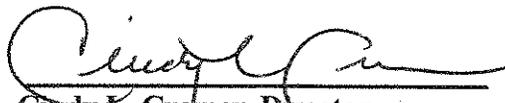
Pedestrian Crossings

Pedestrian crossings may occur at random locations where there is limited sight distance and where no designated PEDESTRIAN CROSSWALK exists. At these locations, the Division of Highways may choose to only install an ADVANCE PEDESTRIAN CROSSING sign (W11-2) in each direction. At some locations, a supplemental plaque with the message NEXT XX MILES (in 1/4 mile increments) can be placed underneath the ADVANCE PEDESTRIAN CROSSING sign (W11-2), when a significant number of pedestrians cross randomly over a length of highway.

Crosswalk Markings

All crosswalk lines and supplemental stripes for crosswalks shall conform to the following:

1. A marked crosswalk shall consist as a minimum of a series of 6 feet long and 12 inch wide solid white transverse lines placed parallel to oncoming traffic spaced at 18 inches apart. An schematic of the typical dimensions of a crosswalk is attached on the following page.
2. Type 5 thermoplastic marking material should be used for marking crosswalks.


Cindy L. Cramer, Director
Traffic Engineering Division