

Roadway Configuration <sup>1,5</sup>	Vehicle ADT ≤ 9,000				Vehicle ADT > 9,000 - 12,000				Vehicle ADT > 12,000 - 15,000				Vehicle ADT > 15,000			
	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph	≤ 30 mph	35 mph	40 mph	≥ 45 mph
2 lanes (with or without a raised median)	A	A	B	D	A	A	B	D	A	A	C	D	A	B	C	D
3 lanes with raised median	A	A	C	D	A	B	C	D	A	C	C	D	B	C	C	D
3 lanes without raised median	A	B	C	D	A	B	C	D	B	B	C	D	B	C	C	D
Multilane (4 or more lanes) with raised median <sup>2</sup>	A	A	C	D	A	B	C	D	A	B	C	D	C	C	C	D
Multilane (4 or more lanes) without raised median <sup>2</sup>	A	C	C	D	B	C	C	D	C	C	C	D	C	C	C	D

**Treatment Descriptions:**

A. Consider marked crosswalk and signs

*Guidance: Consider installing marked crosswalk with advance warning signs (W11-2); use S1-1 signs for school crossings. Consider in-roadway (R1-6) or overhead (R1-9b) signs.*

B. Consider marked crosswalk with enhanced signs (R1-6 or R1-9b) and/or geometric improvements

*Guidance: Consider installing treatment options from Type A treatments. Add curb extensions or median refuge islands.*

C. Consider marked crosswalk with signs, geometric improvements, and pedestrian activated warning devices<sup>4</sup>

*Guidance: Consider installing a raised median refuge island if one is not present. Consider installing marked crosswalk and appropriate crossing signs along with a pedestrian activated warning device (i.e., RRFB). Consider adding curb extensions if possible.*

D. Do not install marked crosswalk<sup>3</sup>

*Guidance: Consider pedestrian hybrid beacon, pedestrian traffic signal, or grade separated crossing.*

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**Specific Notes:**

- Advanced stop lines and signing (R1-5b or c) should be used whenever possible if a multiple threat crash issue is present. Overhead signing, RRFBs or other overhead treatments should be used to mitigate multiple threat crash risks.
- Do not install a marked crosswalk where there are 3 or more through lanes per direction. Consider a pedestrian hybrid beacon, pedestrian traffic signal, or grade separated crossing.
- Traffic calming measures should be considered to reduce speed.
- If a median cannot be or is not currently installed go to Treatment Type D.
- Minimum acceptable median width to provide a refuge is 6 feet.

**General Notes:**

- Adding crosswalks alone will not make crossings safer, result in more vehicles stopping for pedestrians, nor will they necessarily create a false sense of security.
- Crosswalks have not been proven to create a false sense of security - research shows that pedestrians scan the road more at marked crosswalks.
- Whether a crosswalk is marked or not, additional crossing enhancements should be considered. See the "Additional Treatment Considerations" section.
- See MUTCD Section 3B.18 for additional guidance on using this table.
- Lanes are total cross section.