

Existing ATMS language is shown in black with a change bar in the margin to indicate revision of MUTCD language. Additional MUTCD paragraphs may have been included for context. Additions or deletions by this August 2015 interim addendum are shown in red with a change bar. Figures are modified with red strikeout.

Section 3B.18 Crosswalk Markings

[Revise Figure 3B-19 of the 2009 MUTCD as shown in this ATMS.]

Standard:

03A **Crosswalk markings shall be placed at the following locations:**

A. At officially designated school crossings, and

B. At intersections controlled by traffic signals where pedestrian phases are used.

04 **When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall ~~not be less than 6 inches or greater than 24 inches~~ in width.**

Guidance:

05 ~~If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 6 feet wide. Marked crosswalks should not be less than 10 feet from inside edge to inside edge of transverse crosswalk lines or from outside edge to outside edge of longitudinal crosswalk lines.~~

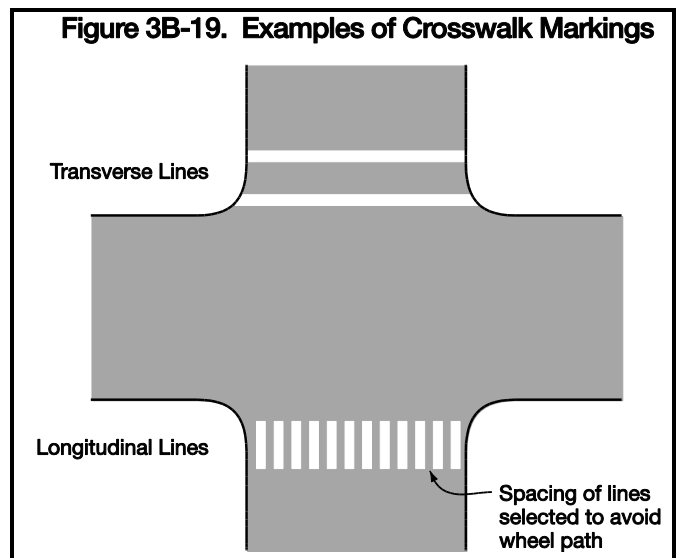
06 ~~Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-17 and 3B-19).~~

07 ~~At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).~~

08 ~~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.~~

09 ~~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.~~

09A Where crosswalks are marked on approaches controlled by traffic signals or stop signs, transverse crosswalk lines should be used.

09B Where crosswalks are marked on uncontrolled approaches or at midblock locations, longitudinal crosswalk lines should be used.

09C Decisions to mark crosswalks on uncontrolled approaches or at midblock locations should be made in accordance with Table 3B-101.

09D Crosswalks at intersections should be located as shown in Alaska Standard Drawings Manual, Standard Drawing T-23.

Table 3B-101. Recommended Practice for Crosswalk Marking on Uncontrolled Approaches or at Midblock Locations

No of Lanes	Raised Median?	Vehicle ADT <9,000				Vehicle ADT >9,000 to 12000				Vehicle ADT >12,000 to 15,000			Vehicle ADT >15,000		
		Speed Limit (MPH)													
		<30	35	40	>45	<30	35	40	>45	<30	35	>40	<30	35	>40
2	No	C	C	M	N	C	C	M	N	C	C	N	C	M	N
3	No	C	C	M	N	C	M	M	N	M	M	N	M	N	N
>4	Yes	C	C	M	N	C	M	N	N	M	M	N	N	N	N
>4	No	C	M	N	N	M	M	N	N	N	N	N	N	N	N

Source: FHWA-RD-01-075, Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations, 2002

C Candidate sites for marked crosswalks. Before marking a crosswalk, the site should be studied to ensure it is suitable. The study may include a review of pedestrian volumes, available gaps, sight distance (see Note 1), vehicle mix, pedestrian mix, distance to adjacent crossings (see Note 2), etc. Crosswalks should not be installed at locations with fewer than 20 pedestrian crossings per peak hour (or 15 for elderly and/or child pedestrians).

M Marginal candidate sites for marked crosswalks: Pedestrian accident risk may increase if crosswalks are marked. If pedestrian improvements are necessary, other options should be explored before marking crosswalks.

N Crosswalks should not be installed at these locations.

Notes: 1. Marked crosswalks should not be installed on uncontrolled approaches or at midblock locations where visibility distance of pedestrians or the crosswalk would be less than the "Stopping Sight Distance for Design" given in the latest version of the AASHTO A Policy on Geometric Design of Highways and Streets. Desirably, crosswalks would only be installed where there is sufficient sight distance to allow pedestrians to cross the road without conflicting with vehicles continuing at the 85th-percentile speed, assuming the pedestrian starts walking at the moment the vehicle comes into sight. Pedestrian crossing time should be computed in accordance with the procedure for determining adequate gaps given in the Institute of Transportation Engineers Traffic Engineering Handbook (page 78 in the 4th Edition).

2. Crosswalks should not be installed on uncontrolled approaches or at midblock locations where they will encourage pedestrians to divert from nearby signalized or grade-separated pedestrian crossings.

Guidance:

~~11 Because non-intersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.50) should be installed for all marked crosswalks at non-intersection locations. and adequate visibility should be provided by parking prohibitions.~~

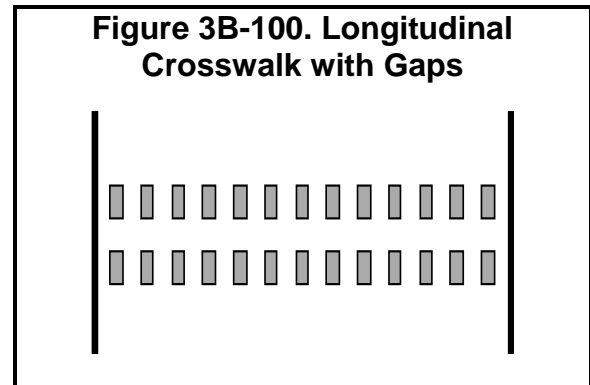
11A Additional parking prohibitions should be considered adjacent to crosswalks if engineering judgment indicates additional sight distance would be desirable.

Support:

¹² Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings. [Section 4A.03 contains selection criteria for additional traffic control devices or strategies used at crossing locations.](#)

Option:

¹³ ~~For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-19.~~



^{13A} For added visibility, transverse crosswalk lines may be placed on the outside edge of longitudinal crosswalk lines.

^{13B} Longitudinal crosswalk lines may be installed with gaps in the rungs, as shown in Figure 3B-100, to allow pedestrians to walk on an unpainted surface.

¹⁴ ~~When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted. This type of marking may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.~~

Guidance:

¹⁵ ~~If used, the diagonal or longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of the diagonal or longitudinal lines.~~

^{15A} ~~If used, the longitudinal lines should be 24 to 36 inches wide and spaced 24 to 36 inches apart. The design of the lines and gaps should avoid wheel paths if possible.~~

Standard:

^{15B} **On-street parking shall not be marked for at least 20 feet on either side of a crosswalk (13 AAC 02.340).**

Guidance:

^{15C} ~~Additional parking prohibitions should be considered adjacent to crosswalks if engineering judgment indicates additional sight distance would be desirable.~~