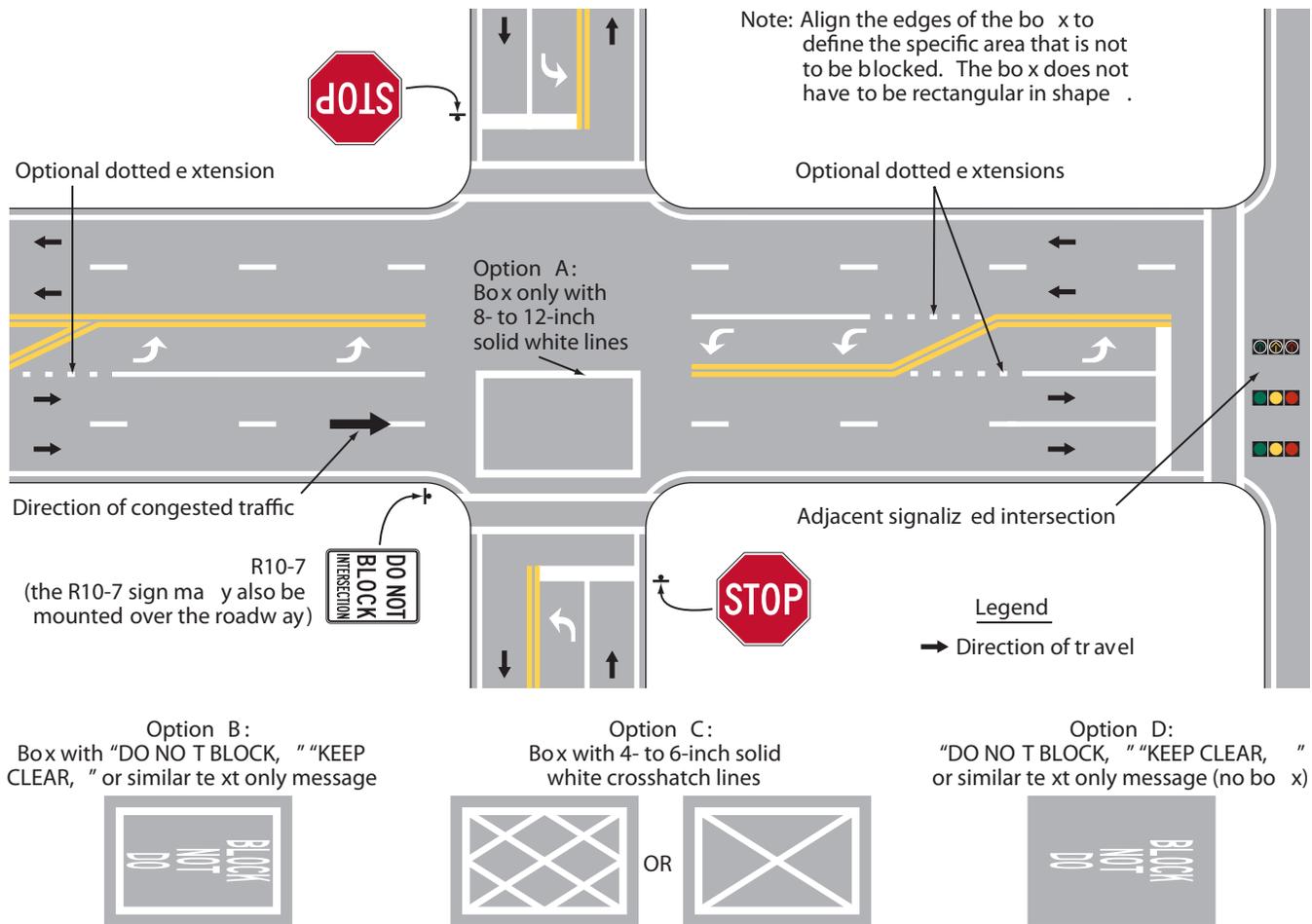


Figure 3B-18. Do Not Block Intersection Markings



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.

Figure 3B-19. Examples of Crosswalk Markings

