



MID-BLOCK CROSSWALK DEPARTMENTAL POLICY

All mid-block crosswalks must be located a minimum of 300' from the nearest intersection. Crosswalk markings are allowed only if a minimum of **20 pedestrians per hour** are recorded at the crossing location during the peak hour or 60 pedestrians for the highest consecutive 4-hour period.

All marked crosswalks must be accompanied by one of the following methods of control:

- A Traffic Control Signal or Pedestrian Hybrid Beacon shall accompany a crosswalk if any of the Traffic Control Signal Warrants (particularly 4 or 5) as listed in Chapter 4C of the Manual on Uniform Traffic Control Devices (MUTCD) is met. In addition, all applicable restrictions listed in this chapter must be addressed before installation of a signal.
- A Rapid Rectangular Flashing Beacon (RRFB) shall accompany a crosswalk if none of the Traffic Control Signal Warrants are met.

As an alternative to an RRFB, a Crossing Guard may be used if the crosswalk is within a designated school zone and a letter from the district superintendent or school principal guarantees that an adult crossing guard conforming with chapter 7D of the MUTCD will be present on all school days before and after school during pedestrian activity. However, an RRFB shall still be required under the following circumstances:

- The speed limit exceeds 40 mph and either:
 - 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
 - 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.

Any marked crosswalk within the City of Conway that does not fully comply with this policy shall be promptly removed by the Street Department.

Support for this policy is found in the Federal Highway Administration (FHWA) publication number HRT-04-100 entitled "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations". The main conclusion of this study was as follows:

"The study revealed that under no condition was the presence of a marked crosswalk alone at an uncontrolled location associated with a significantly lower pedestrian crash rate compared to an unmarked crosswalk. Furthermore, on multilane roads with traffic volumes greater than 12,000 vehicles per day, having a marked crosswalk was associated with a higher pedestrian crash rate (after controlling for other site factors) compared to an unmarked crosswalk.