Georgia Department of Transportation
Guidance on Marking Crosswalks

This guidance is intended to address the need to provide safer pedestrian crossings on Georgia's roads. The guidance promotes engineering strategies to decrease pedestrian injuries and fatalities. Research indicates that simply marking a crosswalk does not necessarily improve pedestrian safety, and in some situations may decrease pedestrian safety. This guidance establishes the recommended pedestrian crossing treatment for various types of roadways.

Guidance: The following provisions for pedestrian facilities at intersections are recommended for Georgia DOT preconstruction and maintenance projects, commercial driveway and access permits:

1) Controlled Intersections:

a. At signalized intersections, marked crosswalks should be placed across all approaches that have adequate ADA and pedestrian accommodations/displays. Limited right-of-way and other limiting factors may not allow adequate pedestrian access.

b. At all-way stops, marked crosswalks should be placed across all roads where there is sidewalk, or any evidence of pedestrian movement (such as worn paths on the roadside, transit stops, adjacent land uses that generate pedestrian trips – schools, parks, retail, dense residential development, etc).

2) Uncontrolled Intersections:

a. At uncontrolled intersections *, where only the side road is required to stop or yield, marked crosswalks should be placed across all side roads where there is sidewalk, or any evidence of pedestrian movement (such as worn paths on the roadside, transit stops, adjacent land uses that generate pedestrian trips – schools, parks, retail, dense residential development, etc).

b. At uncontrolled locations*, marked crosswalks and/or additional crossing enhancements should be placed across the state route or main route in accordance with Table 1.

c. Marked crosswalks may be used at non-signalized street crossing locations in designated school zones to delineate preferred pedestrian paths across roadways. Use of adult crossing guards, school signs and markings, and/or traffic signals with pedestrian signals (when warranted) should be considered in conjunction with the marked crosswalk, as needed.

d. Crosswalks and pedestrian crossing improvements at uncontrolled mid-block locations should be considered on a case-by-case basis based on sound engineering judgment or an engineering study.

Exceptions:

1. Crosswalks should not be installed at locations with poor sight distance, complex or confusing designs, or substantial heavy truck volume without first providing adequate design features and/or traffic control devices.

TABLE 1

Roadway Type (number of Travel Lanes and Median Type)	Vehicle ADT < 9,000			Vehicle ADT > 9,000 to 12,000			Vehicle ADT >12,000 to 15,000			Vehicle ADT >15,000		
	Speed Limit**											
	<30 mph	35 mph	40 mph	<30 mph	35 mph	40 mph	<30 mph	35 mph	40 mph	<30 mph	35 mph	40 mph
Two Lanes	C	C	P	C	C	P	C	C	N	C	P	N
Three Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multilane (four or more lanes) with raised median***	C	C	P	C	P	N	P	P	N	N	N	N
Multilane (four or more lanes) without raised median	C	P	N	P	P	N	N	N	N	N	N	N

* These guidelines include intersection and midblock locations with no traffic signals or stop signs on the approach to the crossing. They do not apply to school crossings. Crosswalks should not be installed at locations that could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, a substantial volume of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will not make crossings safer, nor will they necessarily result in more vehicles stopping for pedestrians. Whether or not marked crosswalks are installed, it is important to consider other pedestrian facility enhancements (e.g., raised median, roadway narrowing, enhanced overhead lighting, curb extensions), as needed, to improve the safety of the crossing. These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.

** Where the speed limit exceeds 64.4 km/h (40 mi/h), marked crosswalks alone should not be used at unsignalized locations.

*** The raised median or crossing island must be at least 1.2 m (4 ft) wide and 1.8 m (6 ft) long to serve adequately as a refuge area for pedestrians, in accordance with MUTCD and American Association of State Highway and Transportation Officials (AASHTO) guidelines.

C = Candidate sites for marked crosswalks. Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to determine whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in depth study of pedestrian volume, vehicle speed, sight distance, vehicle mix, and other factors may be needed at other sites. It is recommended that a minimum utilization of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) be confirmed at a location before placing a high priority on the installation of a marked crosswalk alone. **P** = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements. These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk. **N** = Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased by providing marked crosswalks alone. Consider using other treatments or other substantial crossing improvement to improve crossing safety for pedestrians.

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