

Provide Midblock Pedestrian Crosswalks



Midblock crosswalks are marked pedestrian crossings located between intersections to facilitate safe crossing where pedestrian demand exists away from signalized or stop-controlled locations.

Implementation Strategy

How and Where to Apply

- Midblock crosswalks are appropriate in areas with significant pedestrian activity between intersections, such as near schools, transit stops, shopping centers, or parking lots.
- They should be located where gaps in traffic allow safe crossing and sight distance is adequate.
- FHWA** guidance recommends using engineering judgment to determine the need for supplementary enhancements (e.g., RREBs, curb extensions).

Key Stakeholders

Pedestrian safety planners
Local traffic engineers

Proactive Implementation

Midblock crossings should be proactively implemented in pedestrian-priority zones identified through land use analysis, crash data, or public input. This supports walkability and access to destinations. A systemic approach can prioritize corridors with long blocks or known pedestrian desire lines.

Use in a Safe System Approach

Supports Safer Road Users and Safer Roads by channelizing pedestrian movement to safer locations. When designed with appropriate enhancements (e.g., signage, lighting, signals), midblock crosswalks help separate road users in time and space and reduce crossing risk.

Countermeasure Overview

Objective: Improve Sight Distance and/or Visibility Between Motor Vehicles and Pedestrians

Strategy: Provide Crosswalk Enhancements

Selected Related Countermeasures

- CM1** Install Rectangular Rapid Flashing Beacons
- CM2** Add curb extensions or median refuge islands
- CM3** Improve lighting signage at crossings

Cost: \$ (low)

Service Life: 1 year

Targeted Solution



CONTRIBUTING FACTORS

- Risky crossing behavior



TARGET CRASH TYPE

- Crossing-related



ROAD FACILITY TYPE

- Urban/Suburban arterial
- Urban collector



AREA TYPE

- Urban

Safety Linkage



NCHRP 500 Series

Pedestrian and Bicyclist



SAFE SYSTEM APPROACH

Safe Road Users

SAFE SYSTEM ROADWAY DESIGN

TIER 1
TIER 2
TIER 3
TIER 4

Tier 4



AASHTO'S TOWARD ZERO DEATHS

Safer Vulnerable Users

18%

Reduction at unsignalized midblock pedestrian crosswalks²

² CMF ID: 11181

Resources

- [FHWA Midblock Crosswalks](#)
- [NACTO Crosswalks](#)



Midblock Crosswalks. Source: [Midblock](#)

