



Install High-visibility Yellow, Continental Type Crosswalks at Schools

High-visibility continental crosswalks consist of thick, longitudinal yellow bars spaced apart across the width of a crossing.

Implementation Strategy

How and Where to Apply

- These crosswalks are best applied at uncontrolled or stop-controlled school crossings, midblock school zone crossings, and intersections near school entrances.
- They should be installed where there is a high volume of student pedestrian traffic or where crash risk is elevated due to poor visibility, multiple lanes, or high-speed approaches. The yellow coloring is recommended for school zones per MUTCD guidance to differentiate school-related crossings from standard white-marked crosswalks.
- Ideal near schools to alert drivers and protect students, but on low-traffic rural roads, they may cause unnecessary maintenance costs and visual clutter.

Use in a Safe System Approach

Supports the Safe System Approach by enhancing visibility, speed management, and redundancy to protect vulnerable users.

Key Stakeholders

State DOTs, MPOs, community associations, school districts, safety advocacy groups, engineering consultants.

Proactive Implementation

Agencies can proactively install these crosswalks as part of Safe Routes to School (SRTS) programs, during scheduled school zone safety upgrades, or based on walkability audits and crash data. Community feedback and parent advocacy can also help prioritize locations near elementary and middle schools.

Countermeasure Overview

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

Strategy: Provide Crosswalk Enhancements.

Selected Related Countermeasures

- CM1 Install School Zone Flashers
- CM2 Install Advance School Crossing Signs
- CM3 Use Raised Crosswalks in School Zones

Cost: \$ (Low)
Service Life: 5 years
Benefit-Cost Ratio:

Targeted Solution



CONTRIBUTING FACTORS

- Limited visibility
- Driver distraction/inattention
- Failure to yield



TARGET CRASH TYPE

- Crossing-related



ROAD FACILITY TYPE

- N/A



AREA TYPE

- Urban

Safety Linkage



NCHRP 500 Series

Pedestrians and bicyclists

SAFE SYSTEM APPROACH

Safe Road Users



AASHTO'S TOWARD ZERO DEATHS

Safer Drivers and Passengers

SAFE SYSTEM ROADWAY DESIGN

TIER 1
TIER 2
TIER 3
TIER 4

Tier 4

Yellow, Continental Type Crosswalks at Schools. Source: [sandiego.gov](https://www.sandiego.gov).

37%

Reduces vehicle-pedestrian crashes and all severity levels on urban roads at school (CMF ID: 2697).

Resources

- MUTCD Section 3B.18: Crosswalk Markings
- FHWA Safe Routes to School Guide
- NCHRP Report 500, Volume 10: A Guide for Reducing Collisions Involving Pedestrians

