



Presence of a Pedestrian Crosswalk at Midblock Locations

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.
- Best suited at locations near bus stops or parks; avoid on high-volume, high-speed roads with multiple lanes.

Use in a Safe System Approach

Pedestrian Crosswalk supports the Safe System Approach by enhancing Safer Roads and Safer People. By channelizing pedestrian movement, it accommodates human mistakes and vulnerabilities, adds redundancy through visibility and control features, and reduces severe crash risks by separating users in time and space.

Key Stakeholders

State DOTs, MPOs, local government, community associations, engineering consultants, advocacy groups, active road users.

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.

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 Bicyclists



SAFE SYSTEM APPROACH

Safe Road Users



AASHTO'S TOWARD ZERO DEATHS

Safer Vulnerable Users

SAFE SYSTEM ROADWAY DESIGN

TIER 1
TIER 2
TIER 3
TIER 4
Tier 4

Pedestrian Crosswalk at Midblock Locations. Source: FHWA.

18%

Reduces vehicle/pedestrian crashes and all severities on urban roads (CMF ID: 11181)



Resources

- FHWA Midblock Crosswalks
- NACTO Crosswalks

