



Title: MaineDOT Guidelines on Crosswalks

Number: C6

Discipline: General Engineering

Originators: Stephen Landry and Regional  
Traffic Engineers

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Crosswalks are marked areas where pedestrians can safely cross a roadway. By law in the State of Maine (Title 29-A Subsection 2056,4) any vehicle must yield the right-of-way to a pedestrian who has entered a marked crosswalk when a traffic control device is not in operation. This law makes it imperative that crosswalk placement, markings and usage be done in a uniform way.

1. All crosswalks shall meet the latest *Manual on Uniform Traffic Control Devices (MUTCD)* Section 3B.18 Crosswalk marking standards. They shall be a minimum of six (6) feet wide and marked with white paint as shown on the attached sheet Figure 2. Crosswalks shall be painted at least annually and shall be retro-reflective for nighttime visibility. Crosswalks should be lighted for nighttime use. For added visibility, the zebra (diagonal style markings) or the Continental (piano key style marking) should be used.
2. All crosswalks shall meet the criteria put forth in the American's with Disabilities Act (ADA).
3. All crosswalks should extend from one safe landing zone to another. A safe landing zone is an area where a pedestrian is safe from vehicle conflict while waiting to cross or when completing the crossing. Islands, walkways and sidewalks are typically considered safe landing zones, while road shoulders, driveways (under normal circumstances) and parking areas are not considered safe landing zones. Provisions should be made for winter maintenance of the landing zones, including but not limited to snow and ice removal.
4. Crosswalks shall, to the maximum extent practicable, be perpendicular to the highway. No crosswalks shall be constructed more than 30 degrees from perpendicular.
5. Crosswalks shall only be installed in areas where the speed limit is 40 mph or less, unless the intersection is controlled by a traffic signal.
6. Crosswalks shall only be placed in areas where there is sufficient stopping sight distance for the posted speed limit as set forth in Table 1. Stopping sight distance for the purpose of evaluating a crosswalk shall be measured from a 3.5 foot driver eye height to a 3.5 foot pedestrian height.

Table 1 – Sight Distance

Posted Speed (MPH)	Sight Distance (Feet)
20	155
25	200
30	250
35	305
40	360

7. Crosswalks shall have the appropriate signage (W11-2 series from the *Manual on Uniform Traffic Control Devices*, see section 2C.50 of the MUTCD). These signs shall be black symbol on yellow background or black symbol on fluorescent yellow-green background. Signs of different background colors should not be mixed at a given site or area.
8. Crosswalks should be located a minimum distance of 400 feet apart. The July 2009 edition of *Complete Streets Design Guidelines* (p.23) indicates “pedestrians will not walk more than 200 feet laterally in order to cross a street, and pedestrians will begin to seek out mid-block crossing opportunities when spacing exceeds 400 feet.”
9. No parking shall be allowed within 20 feet of any unsignalized crosswalk and 30 feet at a signalized intersection. Signs should be installed indicating that no parking is allowed. (see Figure 1)
10. Crosswalks in school zones should have crossing guards for times when school is starting and ending. School crosswalks should be at roadway intersections. Mid-block crossings should only be used when a high concentration of students will be using them, as driver expectation is not to have to stop at a mid-block location.
11. If a municipality proposes a crosswalk on a roadway with more than 1 lane in any direction, it shall require approval by the State Traffic Engineer or his/her designee.

Roadway Lanes	≤35 MPH	40 MPH	≥45 MPH *
2 Lanes	Allowed	Allowed, Consider pedestrian activated flashers	Allowed at fully actuated traffic signals only
3 Lanes	Allowed	Allowed with pedestrian activated flashers	Allowed at fully actuated traffic signals only
4 or more lanes	Allowed, Consider pedestrian activated flashers	Allowed with pedestrian activated flashers	Allowed at fully actuated traffic signals only

**\*Only at fully actuated signals with existing or proposed sidewalks.**

12. Municipalities are entitled to place crosswalks on state or state aid highways, if they are in accordance with these guidelines. Municipalities are highly encouraged to create an ordinance, indicating at a minimum, that sections 1 through 11 are followed. If a municipality wants a crosswalk other than as defined in these guidelines, they would need to submit a traffic study indicating that the location of the crosswalk would be safe. Placement of crosswalks other than as specified shall require approval by the State Traffic Engineer or his/her designee.

# TYPICAL PARKING SPACE MARKINGS

6" - 24" White Cross Walk

6 Ft.

4 Ft. Min.

12" - 24" White Stop Bar

\*30 Ft. Min  
No Parking Zone  
At a Traffic Signal

\*  
20 Ft. Min.  
NO PARKING ZONE

20 Ft. Min.

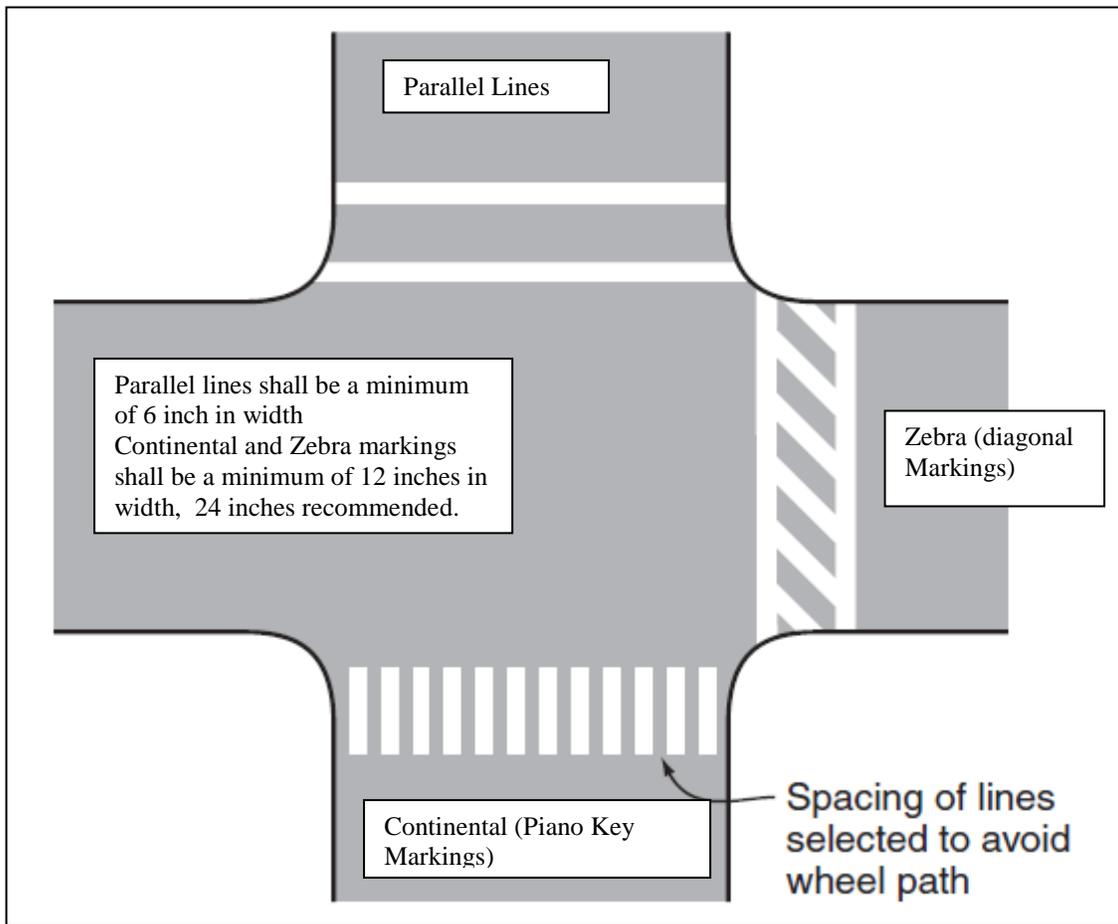
22 to 26Ft.

8 Ft.

4" Solid White  
(Typical)

20 Ft. Min.  
NO PARKING ZONE

**Figure 1**



**Figure 2**