

**RESCINDED
JANUARY 2024**

This Recommended
Change to the MUTCD
was rescinded by the
NCUTCD Council on
January 12, 2024.

Attachment No. 21

MARKINGS NO. 3

**(Section 7C.03)
JANUARY 2007**

APPROVED BY NCUTCD COUNCIL ON JANUARY 19, 2007

**MARKINGS TECHNICAL COMMITTEE SPONSOR BALLOT
SECTION 7C.03 – CROSSWALK MARKINGS (SCHOOLS)**

The enactment of the recent “Safe Routes to Schools” legislation and funding led the Markings Technical Committee (MTC) to a review of the markings language in Part 7, Traffic Controls for School Areas.

The review resulted in an MTC recommendation to include additional Option language in Section 7C.03 that would provide more information on the use of high visibility crosswalks for schools, which could potentially encourage their use where traffic is not controlled by Stop signs or traffic signals. This language was deleted in response to sponsor comments. The MTC also recommends an addition to an existing Guidance statement regarding the recommended spacing of diagonal or longitudinal crosswalk lines, to mirror language that already exists in Part 3, Section 3B.17 Crosswalk Markings.

Additions to the current MUTCD language are shown in blue underline. Deletions of language sent to sponsors is shown in ~~red strikethrough~~.

**Markings Technical Committee
Recommended Changes to Section 7C.03, Crosswalk Markings (Schools)**

Section 7C.03 Crosswalk Markings

Support:

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs.

At nonintersection locations, crosswalk markings legally establish the crosswalk.

Standard:

When transverse crosswalk lines are used, they shall be solid white, marking both edges of the crosswalk, except as noted in the Option. They shall be not less than 150 mm (6 in) nor greater than 600 mm (24 in) in width.

Guidance:

If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 1.8 m (6 ft). If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should not be less than 1.8 m (6 ft) wide.

Crosswalk lines on both sides of the crosswalk should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks.

Crosswalks should be marked at all intersections on established routes to school where there is substantial conflict between motorists, bicyclists, and pedestrian movements, where students are encouraged to cross between intersections, or where students would not otherwise recognize the proper place to cross (see Figure 7A-1).

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic control signals or STOP signs.

Option:

For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow. When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Guidance:

If used, the diagonal or longitudinal lines should be 300 to 600 mm (12 to 24 in) wide and spaced 300 to 1500 mm (12 to 60 in) apart. The spacing design should avoid the wheel paths and the spacing should not exceed 2.5 times the line width.