Public Works and Environmental Services Department
TRAFFIC ENGINEERING DIVISION
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SUBJECT: Traffic Engineering Division Technical Policy Memo #TPM-25-002

Pedestrian Crosswalks at Uncontrolled Locations Methodology

EFFECTIVE DATE: October 1, 2025

CONTACT POSITION: Studies Section - Engineering Unit Supervisor

PURPOSE:
To establish criteria for the installation of pedestrian crosswalks and treatments at uncontrolled locations.

AUTHORITY:
Manual on Uniform Traffic Control Devices (MUTCD), Florida Department Of Transportation (FDOT) Traffic Engineering Manual (TEM)

POLICY:
The following criteria are the minimum requirements governing the installation of pedestrian crosswalks at uncontrolled locations (midblock locations) on County maintained roadways. This criteria also applies to municipal-owned roadways where traffic control authority has been transferred to the County via an interlocal agreement, as amended:

1. Minimum average daily traffic (ADT) of 2,000 vehicles along the roadway segment with the following pedestrian demand thresholds:
    a. 20 or more over one hour of a typical day, or;
    b. 18 or more during each of any two hours of a typical day, or;
    c. 15 or more during each of any three hours of a typical day;
2. Locations such as those providing network connectivity of a multi-use trail or planned bike network, or where multiple pedestrian/bike crashes occurred within the crosswalk area should meet 50 percent of the pedestrian thresholds stated above.
3. Minimum distance to the nearest controlled crossing is over 300-foot and outside intersection influence area, such as auxiliary lanes.
4. Adequate stopping sight distance and visibility (crosswalk pedestrian-level illumination shall be provided at crosswalks on thoroughfare with frequent nighttime use, if not located in environmentally sensitive areas which require special lighting.)

5. Refuge island or raised median in place on roadways with four or more through lanes.
6. All pedestrian crossings at uncontrolled locations will be marked with special emphasis pavement markings.
7. For streets classified as local streets, located within a residential neighborhood and with a posted speed of 30 MPH or less; a marked crosswalk consisting of special emphasis, pedestrian crossing signs may be justified at uncontrolled locations if sidewalk connections are present. A sidewalk connection with proper ADA-compliant ramps should be in place, prior to consideration of the marked crossing.

If a crosswalk is justified based on the criteria listed above**,** it shall have at a minimum ten-foot-wide crosswalk marked area and supplemented by MUTCD signs (W11-2) per MUTCD requirements. Stop Here for Pedestrians sign (R1-5b), flashing beacons or pedestrian signal shall be considered to enhance the crosswalk under the following conditions:

Stop Here for Pedestrians Sign (R1-5b) may be used to provide additional emphasis of the requirement to stop for pedestrians in the marked crosswalk at unsignalized crossings. If used, a stop line and a Stop Here for Pedestrians sign should be placed minimum of 20 to a maximum of 50 feet in advance of the marked crosswalks and parking shall be prohibited between the stop line and crosswalk.

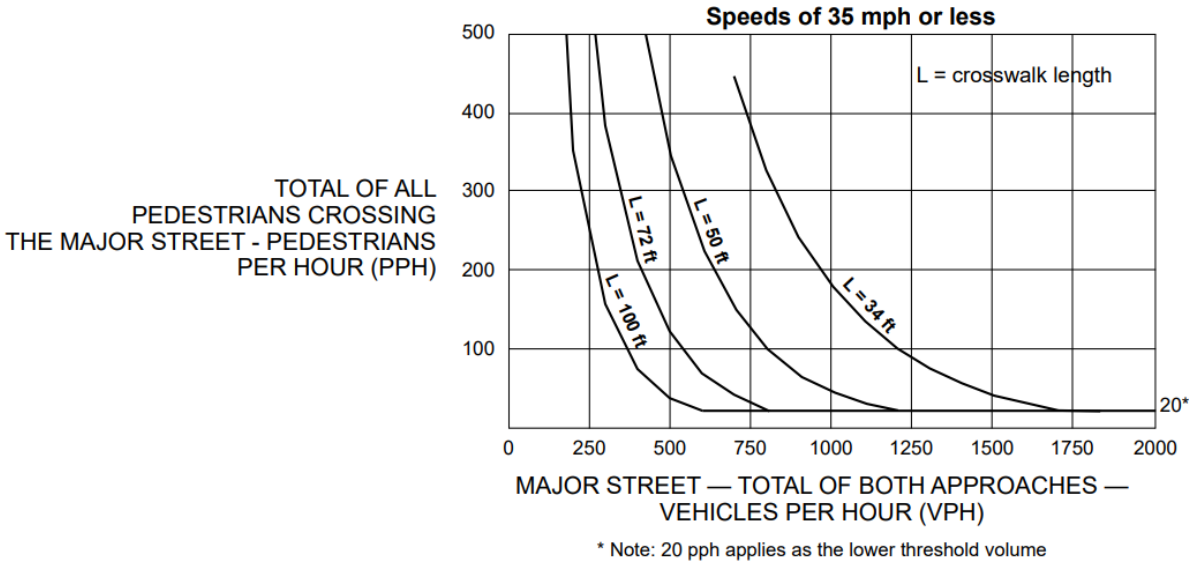
Rectangular Rapid Flashing Beacons (RRFB) are typically considered for lower speed roadways to provide supplemental emphasis to pedestrian, school, and trail warning signs at marked crosswalks across uncontrolled approaches. The following items shall apply to RRFBs:

1. Shall be pedestrian-activated and solar powered.
2. Shall only be considered for roadways with a posted speed limit of 35 mph or lower.
3. Shall include the installation of a marked special emphasis crosswalk.
4. Maximum of four (4) through lanes (both directions) irrespective of median presence, or five (5) lanes with a median refuge island (Note: For locations with five (5) lanes with a Two-Way Left-Turn Lane, a refuge island or raised median needs to be present for RRFB application).
5. Except for crosswalks across the approach to or egress from a roundabout, an RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, traffic control signals, or pedestrian hybrid beacons.
6. RRFB installations on municipal-owned right-of-way will be the responsibility of the municipality to operate and maintain.

Pedestrian Hybrid Beacon (PHB) are typically considered for higher speed and multi-lane roadways where RRFB is not recommended, and a pedestrian signal is not warranted. PHB volume warrants and guidance are provided in Chapter 4J of the MUTCD.

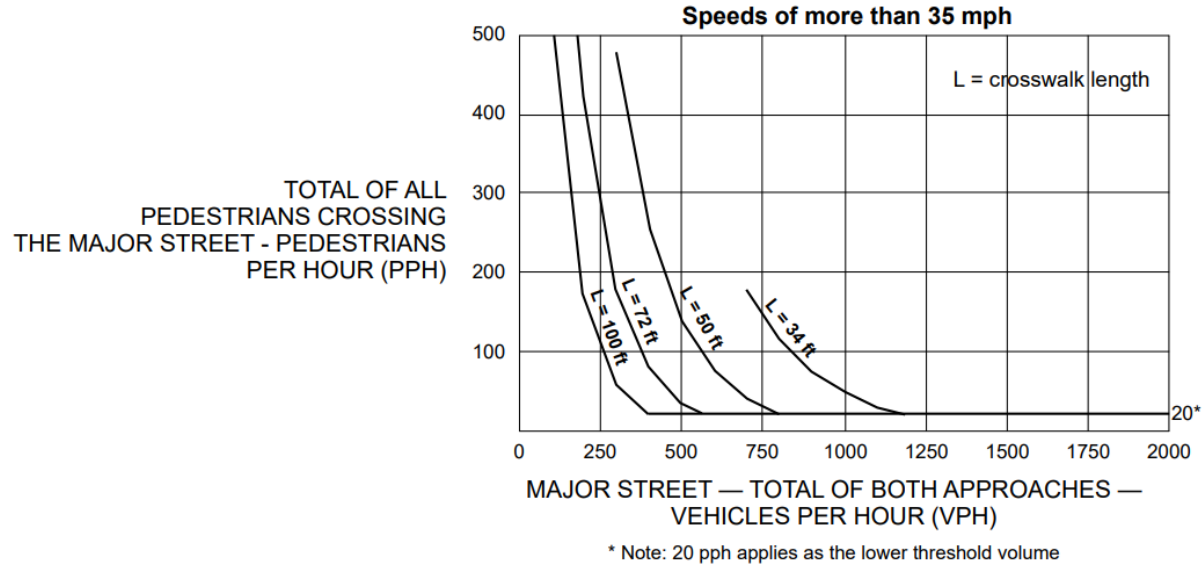
- For a major street where the posted or statutory speed limit or the 85th-percentile speed is 35 mph or less, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in MUTCD Figure 4J-1 for the length of the crosswalk.

Figure 4J-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways



- For a major street where the posted or statutory speed limit or the 85th-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in MUTCD Figure 4J-2 for the length of the crosswalk.

Figure 4J-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways



Pedestrian Traffic Signal shall be considered for locations with high pedestrian volumes that meet the volume warrants and guidance of Section 4C.05 of the MUTCD. Cross reference Signal Warrant TPM-25-003.

PROCEDURE:

1. Collect pedestrian/cyclist counts (video data collection) crossing roadways for the typical average day of activity, no special events.
    a. If a school is nearby, ensure the pedestrian include arrival and dismissal times of the school(s)
2. Document the posted speed limit; and stopping sight distance and visibility.
3. Document any other data/information gathered and distance to nearby crosswalks; nearby locations such as multi-use pathways, parks, hospitals, schools and/or places of worship; and pedestrian/bicycle crash history.
4. Plot the pedestrian data and vehicle data, utilizing the charts to determine if the criteria for installing a pedestrian crosswalk are met and select the appropriate crosswalk treatment.
5. For warranted pedestrian crossings on municipal-owned roadways, the installation of the crossing including signs, pavement markings, equipment for RRFB, PHB and traffic signal, will be the responsibility of the municipality.
6. Broward County Traffic Engineering Division (BCTED) will accept maintenance of PHB, traffic signals and signs and pavement markings, upon plan and inspection approval. The maintenance of RRFB will be the responsibility of the municipality.

DOCUMENTATION

Each warrant analysis shall document:

1. Any study submitted to BCTED shall include a BCTED approved methodology.
2. Collect video data of pedestrian and bicycle activity crossing roadways using video.
3. Collect average daily traffic (ADT).
4. Document pedestrian and bicycle crashes for a 5-year period as well as provide a crash diagram with the information of the dates and times of the crashes and severity of the crashes.
5. Include short form/long crash reports in an appendix.
6. Document pedestrian generators, attractors, and flow (across a roadway) between them.
7. Document nearest adjacent crosswalks and include crossing guard locations, if applicable.
8. Document the posted speed limit and provide the 85th percentile speeds.
9. Collect vehicle gap at the proposed crossing location.
10. Engineering judgment and recommendations must be clearly noted.

APPROVALS:

Division Director: Rasem Awwad Digitally signed by Rasem Awwad Date: 2025.10.10 12:56:52 -04'00' Date: 10/10/25