

Midblock Crosswalk and Trail Crossing Policy Q and A

This document summarizes the responses to questions from the September 25, 2025, drop-in session on PennDOT's Update to the Midblock and Trail Crossing Policy. The policy can be access here:

<https://docs.penndot.pa.gov/Public/Bureaus/BOO/SOL/494-25-05.pdf>

Q1: Unrelated to the traffic study, the policy states that Local Authorities need to pass an ordinance to implement a mid-block or trail crossing. Can you elaborate on this more? How does this apply to trail sponsors that are not a local municipality?

A1: While Title 75 Section 6109 requires a study and an ordinance for the implementation of traffic restrictions, an ordinance is not required for a midblock crosswalk.

Q2: On the countermeasure selection matrix (12,000 AADT or less, under 35mph for two lanes undivided), why is RRFB marked as always considered for less than 9,000 but not for 9,000 to 12,000?

A2: No, not sure why that is changed.

Q3: Just for clarity, you're saying that the policy applies to crossings on local roads? The minimum treatment in the SOL (section V.A.) includes high visibility crosswalks. Therefore, a painted high visibility crosswalk is required for a trail crossing on a local road?

A3: Yes, the policy applies to all roads open to the public. And yes, for any uncontrolled crosswalk marking, a high visibility marking is required.

Q4: Can you clarify what is meant by 'uncontrolled' in the context of the policy?

A4: Uncontrolled means there is no traffic control sign (e.g., stop sign) or signal at the crossing location requiring conflicting traffic movements to stop.

Q5: Is there a requirement for a traffic study for crossings at intersections on local roads?

A5: Yes,, a traffic study is required (per MUTCD Chapter 3C) for uncontrolled crossings on local roads.

Q6: Does the policy apply to private roads or driveways?

A6: No, the policy only applies to roads open to the public.

Q7: What is the minimum treatment required for a trail crossing on a state road?

A7: The minimum treatment includes a high visibility crosswalk and appropriate signage as outlined in the policy.

Q8: Are there any exceptions to the policy requirements?

A8: Exceptions may be considered on a case-by-case basis and must be documented with justification.

Q9: Who is responsible for implementing the treatments specified in the policy?

A9: The trail sponsor or local authority is responsible for implementing the treatments, depending on road ownership.

Q10: Is there an LTAP course that addresses lighting?

A10: No, but we have a recorded webinar on lighting from an FHWA lighting expert that you can access on the LTAP website.

Q11: If a local township fully funds and performs a study to install a crosswalk on a local road can they install that crosswalk without PennDOT approval?

A11: Yes, if the crosswalk is at an intersection. A midblock crosswalk will require District approval.

Q12: What is expected if the crossing count threshold is not met?

A12: Then the crosswalk marking may not be warranted. The policy allows context and engineering judgement to be used in some situations to still permit a crosswalk.

Q13: Parking is restriction within 20 feet of a crosswalk at an intersection. Does this also apply to midblock?

A13: Per the wording of Title 75, Section 3353, the 20 foot restriction applies to crosswalks at intersections. Midblock crosswalks are not addressed, so the study should determine the sight lines and parking restrictions.

Q14: is a cyclist required to stop / dismount prior to crossing roadway?

A14: No, Title 75 does not require a cyclist to dismount to cross a road.

Q15: What criteria dictates a raised crosswalk?

A15: Raised crosswalks are an FHWA proven safety countermeasure that are applicable for lower speed, lower volume roadways. Refer to Publication 13, Chapter 18, Traffic Calming for more information.

Q16: Do you consider parking lanes when considering crossing distances? On the example study would parking lanes on both sides of a 2 lane street mean you are considering it 4 lanes or are we using the number of travel lanes?

A16: Only use the travel lanes

Q17: What are restrictions/rules on street art in crosswalks?

A17: FHWA currently prohibits street art, although there are certain decorative styles permitted. Refer to Publication 111.

Q18: Is the sight distance chart in the SOL based on the formula sight distance? It looks like there are a few differences.

A18: The numbers are rounded up to the nearest 5

Q19: How much data do you have on speed tables. We are looking to install a few.

A19: Speed tables are an effective traffic calming device. Refer to Publication 13, Chapter 18, Traffic Calming for more information.

Q20: Why do some trail crossings have lights and some do not? Is that also based on a study?

A20: Yes, the RRFB's are implemented based on the study results and the countermeasure selection table in the policy.

Q21: Can piano keys be used at a midblock crosswalk or do we need the side bars?

A21: The high visibility crosswalk marking can be just the bars or a ladder style (refer to 2023 MUTCD Figure 3C-1, as well as Publication 111).

Q22: When I lived out of state, there were crosswalks in business districts that had flashing lights imbedded in the roadway that would light up when a button was pressed. Does PennDOT allow these kinds of safety features on state roads in busy areas? it is not a flashing beacon on the side but is actually imbedded in the road.

Pennsylvania tested the in-roadway warning lights in several locations years ago. While they were effective, the maintenance requirements were excessive, and municipalities ended up removing the systems. If lights are warranted, the RRFBs are an appropriate option.

Q23: Who is responsible for painting and maintaining the crosswalk lines on state roads?

A23: Municipalities are responsible for crosswalk painting and maintenance on state roads.

Q24: What is the required width of a crosswalk?

A24: The minimum width is 6 feet per the MUTCD and could be wider depending on many factors. The width should be determined during the study.

Q25: At a trail crossing, does pedestrian have right of way, requiring drivers to yield?

A25: Yes, just like any other marked crosswalk

Q26: We have a business on one side of the road and their parking lot is on the opposite side. It's a 24/7 production facility with about 300 employees overall. It's in the middle of a section of the road no where near any intersections. No elderly or children crossing. but currently the employees walk wherever they want. Any advice?

A26: Yes, conduct a study to determine what appropriate pedestrian facilities are needed, including crosswalks, signs, and other devices.

Q27: If you have the red brick crosswalk did you say you still need the white lines?

A27: Yes, the white lines are required for decorative crosswalks. Refer to PennDOT Publication 111.

Q28: If our trails are gravel and dirt are we required to install pedestrian landing?

A28: No, a level landing is not required but would be appropriate. A detectable warning surface (DWS) is required on both sides of the crossing.

Q29: What is the definition of a shared use path?

A29: Per Publication 13, Chapter 14, the definition is: **Shared Use Paths:** A bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space, buffer, or barrier and either within the highway right-of-way (also referred to as a side path) or along an independent alignment.



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