

Marked Pedestrian Crossings Supplemental Treatments – Interim Guidance

Rapid Flashing Beacons (RFBs) and/or LED Circular Beacons are used to supplement pavement markings and pedestrian warning signs for a marked crossing that has been approved by the Region Traffic Engineer based on an engineering study. The installation of RFBs is not acceptable mitigation to justify the approval of a mid-block pedestrian crossing. RFBs shall be pedestrian activated. The table below provides guidance on the use of RFBs to enhance pedestrian crossings at mid-block crosswalks or unsignalized intersections.

Table 1

Roadway Type	Posted Speed Limit (MPH)	RFB/Alternate Type Beacon @ Crossing	Advance Circular Beacons ¹
Two or More Lanes in Each Direction with Raised Median or Pedestrian Refuge	40 ^{2,4}	Required	Optional ³
Two or More Lanes in Each Direction with Raised Median or Pedestrian Refuge	35	Optional* ⁵	Optional ⁵
Two or More Lanes in Each Direction with Raised Median or Pedestrian Refuge	30	Not Required ⁵	Not Required ⁵
Two or More Lanes in Each Direction with Raised Median or Pedestrian Refuge	25	Not Required ⁵	Not Required ⁵
One Way - Two or More Lanes	40 ^{2,4}	Required	Optional ³
One Way - Two or More Lanes	35	Optional* ⁵	Optional ⁵
One Way - Two or More Lanes	30	Not Required ⁵	Not Required ⁵
One Way - Two or More Lanes	25	Not Required ⁵	Not Required ⁵
Two-Way Two-Lane	40	Optional (Consider ADT) ⁵	Optional ^{2,3,5}
Two-Way Two-Lane	35	Optional ⁵	Optional ⁵
Two-Way Two-Lane	30	Not Required ⁵	Not Required ⁵
Two-Way Two-Lane	25	Not Required ⁵	Not Required ⁵
Roundabouts	Not Required		

Note: For Roadway Types not described above, please contact the Region Traffic Engineer. All RFB installations require Region Traffic Engineer approval.

¹ - Two 8-inch circular LED beacons are to be used. These beacons shall also be pedestrian activated unless there is sight distance restriction as determined by the engineer, in which case the beacons shall flash continuously.

² - Installation on roadways with a posted speed limit greater than 40 mph requires an engineering analysis and approval of the Region Traffic Engineer.

³ - Advance beacons are required when decision sight distance is not met.

⁴ - When RFBs are installed for a roadway with three lanes or more, additional RFBs are required to be installed in the raised median/pedestrian refuge or mounted overhead at the crosswalk.

⁵ - Allowed at the city option. The city is responsible for all materials and installation costs, and all future maintenance. No engineer study by the department is required.

* - Consider RFBs/Alternate Type Beacons when higher ADT's exist compared to local conditions.