



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-2-12
CHAPTER 2	Signing
SECTION 2	Regulatory
SUBJECT 12	In-Street Pedestrian Crossing Signs

A. Purpose

The 2009 MUTCD section [2B.12](#) allows usage of in-street pedestrian crossing signs to remind motorists of laws regarding pedestrian right-of-way at an unsignalized location. While these signs *may* be useful to remind motorists of traffic/pedestrian right-of-way laws, it is important to develop and use additional application standards to promote consistency, safety and efficiency of the roadway. Local units of government have requested to install this signing. This policy provides guidance on the usage of these signs on state maintained roadways.

B. Policy

Local units of government **shall** request, in writing, permission to install and maintain in-street pedestrian crossing signs on DOT permitted crosswalks. A map **shall** be provided to the District by the local unit of government showing the proposed locations of the in-street pedestrian crossing signs. Upon District review, approval or denial *should* be made by a letter to the local unit of government. If approval is given, the District *should* also provide a copy of the R1-6 standard sign plate with the approval letter so consistency is maintained in the design and manufacture of the signs.

The following guidelines **shall** be used by the District to determine whether a roadway crossing would qualify for in-street pedestrian crossing signs.

C. Guidelines

1. The local unit of government **shall** be responsible for all liability costs.
2. Only the R1-6, in-street YIELD To Pedestrians Within Crosswalk sign **shall** only be allowed on roadways with posted speeds of 40 mph or less.
3. The R1-6, in-street YIELD to Pedestrians in Within Crosswalk sign message **shall** only be used in Wisconsin since state Statute 346.24 requires drivers must YIELD to a pedestrian in a crosswalk. The R1-6a, STOP for Pedestrians in Within Crosswalk sign **shall not** be used.

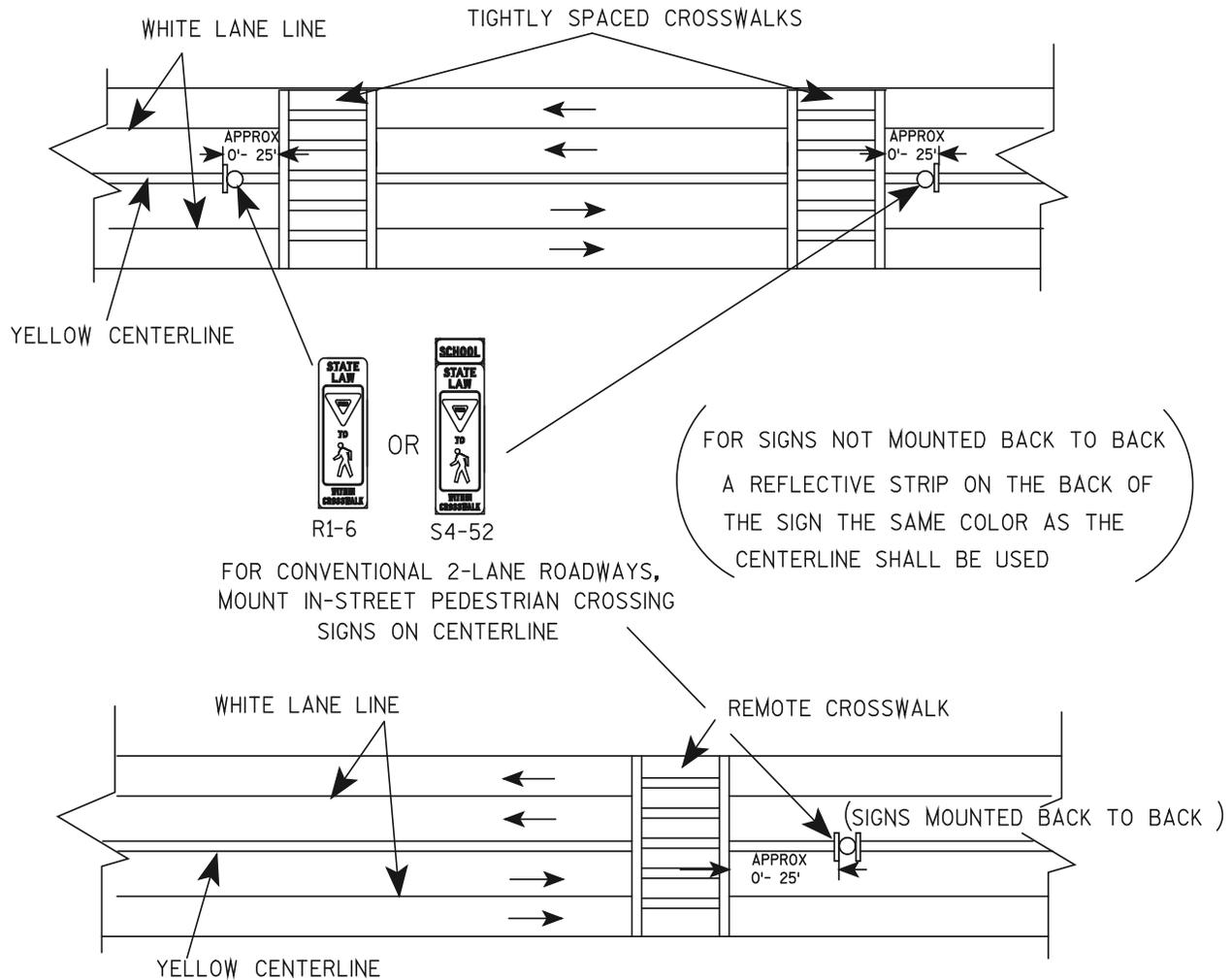
4. Existing in-street pedestrian crossing signs that do not conform to this policy **shall** be removed. Notification to communities **shall** be made by written letter. *Should* existing non-permitted signing not be removed, WisDOT will remove the sign(s).
5. The in-street YIELD to Pedestrian Within Crosswalk sign **shall** only be used as a supplement to the standard Pedestrian Crossing sign (W11-2) with diagonal down arrow (W16-7L/R) or standard School Warning sign (S1-1) with diagonal down arrow (WF16-7L/R). Exception, the in-street YIELD to Pedestrian Within Crosswalk sign *may* be used alone provided there are no sight restrictions.
6. The in-street YIELD to Pedestrian sign **shall** only be used as an in-street sign, not on the outside shoulder or parking lane.
7. The in-street YIELD to Pedestrian sign **shall** only be used at marked and maintained crosswalk approaches that are not controlled by a stop sign or traffic signal. Signs *should* be restricted to key locations, such as high volume pedestrian crosswalks, to avoid overuse. The minimum spacing of signs **shall** be every other block, where there are several consecutive marked and maintained pedestrian crossings.
8. The sign locations **shall not** impede traffic movements (through or turning). Signs *may* have to be temporarily removed due to maintenance operations or oversized loads. WisDOT is not responsible for sign removal or re-installation costs.
9. Only one sign, in each direction of a two-way street approach or back to back signs, will be allowed for each crosswalk approach.
10. For pedestrian crossing applications, the signs **shall** have a black legend on yellow background. The design on the R1-6 sign plate **shall** be used.
11. For school crossing applications, the signs **shall** include the SCHOOL plaque and **shall** have black legend on fluorescent yellow green background. The design on the S4-52 sign plate **shall** be used.
12. The reduced size in-street school warning sign (S1-1) with reduced size AHEAD sign (WF16-9P) or reduced size diagonal down arrow sign (WF16-7L/R) *may* be used in lieu of in-street pedestrian crossing signs for school applications as shown in the 2009 MUTCD, sections [7B.08](#) and [7B.09](#).
13. Supports **shall** be freestanding, (maximum 2” square or 2” round post) meeting National Cooperative Highway Research Program (NCHRP) 350 breakaway standards. The maximum mounting height **shall** be 2 feet to the bottom of the sign. The sign **shall** be securely attached to the pavement if left in place for more than 24 hours. Sign support bases **shall not** be bolted or cored into the pavement.
14. Communities *may* use the following mounting devices. Mounting devices not included in this list **shall** be approved by the District Traffic section, prior to use.

The following mounting devices are acceptable mounting devices that communities *may* use:

- *Impact Recovery Systems* Surface Mount or Portable Models (portable model #103QR or fixed model #101NS).
 - *Safe-Hit* Surface Mount or Portable Models (portable model #ST948PCD44WX or fixed model #ST948SMP44WX).
15. For signs not mounted back to back, a reflective strip the same color as the centerline or lane line **shall** be used to warn traffic approaching from the opposite direction.
 16. The local unit of government **shall** be responsible for manufacture, liability, installation and maintenance costs, which includes removal prior to snowfall and re-installation in the spring. If signs are not removed prior to November 1, WisDOT will remove and charge the local unit of government for all costs associated with removal. The in-street pedestrian crossing signs **shall** not be installed prior to April 1.

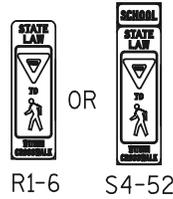
17. The local unit of government shall affix an identification label to the back of each sign, per Wisconsin State Statute 86.19(5).

TYPICAL PLACEMENT OF IN-STREET PEDESTRIAN CROSSING SIGN

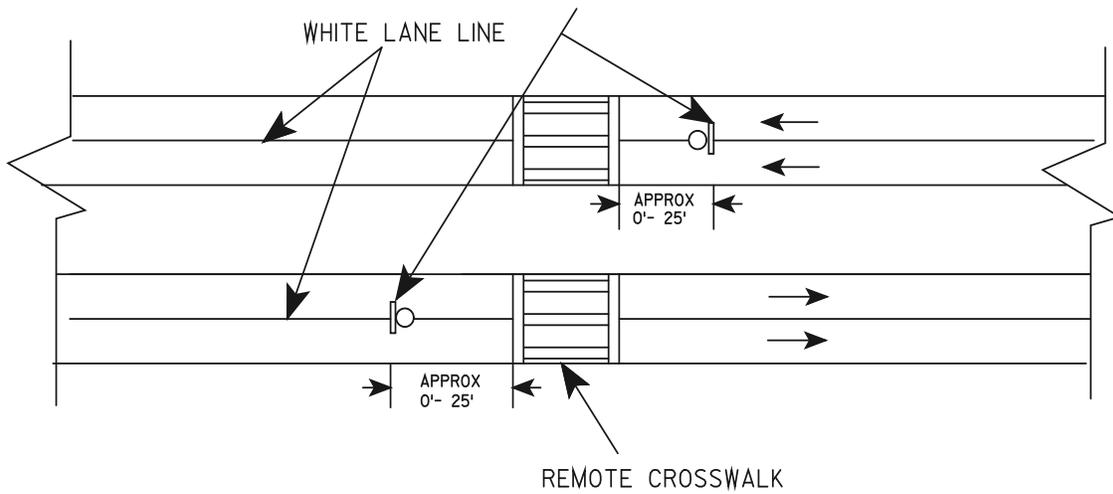


FOUR LANE UNDIVIDED SECTION

TYPICAL PLACEMENT OF IN-STREET PEDESTRIAN CROSSING SIGNS



(FOR SIGNS NOT MOUNTED BACK TO BACK
A REFLECTIVE STRIP ON THE BACK OF
THE SIGN THE SAME COLOR AS THE
LANE LINE SHALL BE USED)



FOUR LANE DIVIDED SECTION