

**North Carolina Department of Transportation  
Division of Highways  
Division of Transportation Mobility and Safety**

**STANDARD PRACTICE  
For  
In-Street Pedestrian Crossing Signs**

The purpose of this standard practice is to allow the usage of and give guidance for the installation of the In-Street Pedestrian Crossing Sign (R1-6). The In-Street Pedestrian Crossing sign may be used to remind motorists of the state law that requires each driver to yield to pedestrians within marked crosswalks. This practice is intended to increase vehicle yield to pedestrian rates (percentages). However, studies show that excessive use of signs and pavement markings can substantially reduce the effectiveness and may lead to a false sense of security.

Signs shall be located and erected according to the standards of the Manual on Uniform Traffic Control Devices (MUTCD), the North Carolina Roadway Standard Drawings, and the standards and criteria herein.

**CRITERIA**

- Signs should only be used if deemed necessary by an engineering study. If the In-street Pedestrian signs are used, the supports shall be constructed of a breakaway material as to reduce harm to vehicles and pedestrians. Signs shall be constructed of a non-metal material as to also reduce harm to vehicles and pedestrians.
- Relevant speed, volumes, accident records, pedestrian counts, sight obstructions and demographic analysis shall be reviewed when considering In-Street Pedestrian Crossing Sign installations.
- Signs shall not be used on intersection approaches that are STOP or YIELD controlled.
- Signs should only be used at key locations, such as high pedestrian volume crosswalks, to avoid overuse. A minimum pedestrian crossing volume of 25 pedestrians per hour for at least four hours of a typical day should be met.
- Signs shall only be used at marked crosswalk locations.
- Signs shall only be used as an in-street sign, not on the outside shoulder or street side parking lane. When installed, the sign shall not impede or obstruct any traffic movement including through or turning movements.
- Requesting agencies should remove signs during winter months and during operations of snow and ice removals.
- Signs shall only be used in 35 mph or lower speed zones with vehicle traffic volumes that exceed 1,500 vehicles per day.

- Only one sign installation shall be used per approach.
- The following supplement conditions may warrant sign installations:
  - a) Locations adjacent to and along established pedestrian routes to and from schools
  - b) Locations adjacent to community centers, libraries, and other high use public facilities;
  - c) Locations adjacent to public parks;
  - d) Locations where accident records, sight obstructions and/or pedestrian volume warrants installations;
  - e) Locations where significant numbers of handicapped persons cross a street; and
  - f) Locations where significant numbers of senior citizens cross a street
- Signing locations must be approved by the appropriate Division Engineer, or designate, having jurisdiction in the county in which the signs are proposed. Any complaints received on the usage of signs will be submitted to the requesting agency.
- All costs associated with sign placements, removals, and maintenance shall be the responsibility of the requesting agency.
- The NCDOT reserves the right to remove signs for maintenance or construction operations, or when deemed to be in the best interest of the NCDOT or the traveling public, without advance notice. The NCDOT reserves the right to remove signs when roadway improvements or changes in the roadway cross section or configuration will no longer accommodate the existing signs.
- As described in General Statute 136-30 (a), (b), and (d), the NCDOT has the authority to control all signs within the right of way of the State Highway System.

**§ G.S. 136-30. Uniform signs and other traffic control devices on highways, streets, and public vehicular areas.** (a) State Highway System. - The Department of Transportation may number and mark highways in the State highway system. All traffic signs and other traffic control devices placed on a highway in the State highway system must conform to the Uniform Manual. The Department of Transportation shall have the power to control all signs within the right-of-way of highways in the State highway system. The Department of Transportation may erect signs directing persons to roads and places of importance. (b) Municipal Street System. - All traffic signs and other traffic control devices placed on a municipal street system street must conform to the appearance criteria of the Uniform Manual. All traffic control devices placed on a highway that is within the corporate limits of a municipality but is part of the State highway system must be approved by the Department of Transportation. (d) Definition. - As used in this section, the term "Uniform Manual" means the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the United States Department of Transportation, and any supplement to that Manual adopted by the North Carolina Department of Transportation.