



**ENGINEERING & OPERATIONS DEPARTMENT**

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**TRANSPORTATION DESIGN BULLETIN 21-07**

**DATE:** January 11, 2021

**TO:** County Director of Capital Programs Department,  
County Manager of Construction Services,  
Division Director of Transportation Maintenance,  
County Project Managers and Project Engineers of Record

**FROM:** County Engineer,  
County Director of Engineering & Operations Department,  
County Director of Technical Services Division,  
County Manager of Transportation Services Section

**COPIES:** County Director of Geospatial & Land Acquisition Services Department

**SUBJECT: REQUIREMENT OF MARKED CROSSWALKS AND ASSOCIATED PEDESTRIAN TRAFFIC  
EQUIPMENT TO BE PROVIDED ON ALL LEGS OF SIGNALIZED INTERSECTIONS**

This bulletin announces the requirement of marked crosswalks and associated pedestrian traffic equipment to be provided on all legs of signalized intersections within Hillsborough County.

**REQUIREMENTS**

Marked crosswalks and pedestrian signal equipment must be provided on all legs of signalized intersections. See the most current Manual on Uniform Traffic Control Devices (MUTCD) requirements and Florida Department of Transportation (FDOT) Standard Plans for details on crosswalk pavement markings.

If there is no existing or planned sidewalk at a corner, a concrete landing pad must be provided meeting FDOT and Americans with Disabilities Act requirements. Grading adjacent to the landing pad must be provided to eliminate drop-offs that would be hazardous for all pedestrians. Level areas 2 feet beyond the landing pad must be provided before the introduction of slopes. Coordinate with the Hillsborough County Project Manager and the Technical Services Division for configuration and location of planned sidewalks to determine the appropriate corner treatment.

Use Special Emphasis crosswalk marking at all signalized intersections. When separated right-turn lanes are used, locate crosswalks and ramps so that an approaching motorist has a clear view of a pedestrian within or entering the intersection.

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**BACKGROUND**

Pedestrians are extremely vulnerable at signalized intersections. Therefore, pedestrian safety must be a high priority when designing or retrofitting intersections. Marked crosswalks and pedestrian signals create expectations for both pedestrians and motorists and increase driver awareness of pedestrians. By providing these features on all legs of an intersection, the conflicts between motor vehicles and pedestrians can be reduced and pedestrian safety can be improved.

**IMPLEMENTATION**

Effective Immediately.

**CONTACT**

Please use the email link below to address any questions or comments in reference to this Design Bulletin:

[PW-Standards Inquiry](#)

Recommended / Date:

Approved / Effective Date:

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Leland Dicus, Professional Engineer  
Technical Services Division Director

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Michael J. Williams, Professional Engineer  
County Engineer