The Pedestrian Gateway Treatment can be made up of R1-6 pedestrian in-street signs installed at the curb and on all lane lines and/or R1-6 signs installed at the curb and flexible delineator posts installed on lane lines. Appropriate installation locations include intersections and midblock crosswalks on roads with speed limits of 35 mph or less. Because the treatment components are simple and adaptable, the treatment can be used in a variety of roadway configurations including one- and two-way travel lanes, with or without pedestrian refuge areas, and with or without bike lanes.

Signs may be installed on top of curb (on median), or on modular curb type bases. In vulnerable locations (such as lane lines) flexible delineators may be used in place of the R1-6 sign. A variety of factors have been shown to influence the treatment’s effectiveness, such as gap size, speed limits and sign text.

Benefits of the treatment are:

1. A marked increase in driver yielding compliance – immediately and sustained.
2. A traffic calming effect due to reductions in vehicle speeds, with or without pedestrians present.

“We wanted a low-cost, effective treatment to improve pedestrian safety. It’s exciting to show that the gateway treatment can be of value at lots of downtown locations.”
Carissa McQuiston, P.E.
Michigan Department of Transportation

Distracted driving, high speeds and multiple lanes create safety issues for pedestrians crossing at non-signalized locations.

80% yield rates

The Pedestrian Gateway Treatment alerts drivers that a crosswalk is in place and failure to yield to pedestrians in the crosswalk violates local and/or state laws. The treatment has been shown to increase yield rates up to 80% or higher in certain locations and configurations.

$2,000 or less per typical installation.
考虑和推荐

治疗的效能在定制安装到特定位置时增加，并考虑以下准则：

- 标志和线路应安装在人行横道前1.5到50英尺处。
- 标志应遵循当地和/或州法律，如适用。
- 街道标志可以在路缘或避难岛顶部安装。
- 如果交叉口有两个横道，标志只需要放在靠近交叉口的车道上。
- 过往速度超过35英里每小时的道路上的治疗尚未研究。
- 在环岛中不太有效，但该治疗在环岛的入口比出口更有效。
- 标志基座的任何部分都不应在横道或横道线上。
- 当AADT为12,000或更大时，建议安装避难岛和接近减速/停车线。

“佛罗里达州运输部的愿景是实现所有交通致命事故，包括行人，为零。能够快速部署这种低成本的干预措施于中段交叉口将有助于将行人致命事故的数量降至零。” – Alan El-Urfali, P.E. 佛罗里达州运输部