

**NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES  
PEDESTRIAN TASK FORCE**

**SUMMARY MEETING MINUTES: January 6, 2010, Crystal City, VA**

Chair John LaPlante reported that the Pedestrian Task Force met on Thursday, January 6, 2010 shortly after 5:00 PM. 21 people were in attendance, including 20 Technical Committee members.

There were no new status reports on pedestrian-related TCD Pool Fund studies and FHWA/Access Board joint research projects at this meeting. There were reports on various pedestrian-related NCHRP projects. Data collection and analysis for Project 3-78A on pedestrian solutions at roundabouts and channelized turn lanes has been completed and the final report is expected to go to the NCHRP Panel this Spring. Most of the data collection for Project 3-89 on pedestrian conflicts at channelized right turn lanes has been completed and is now being analyzed. Project 3-56A to update the FHWA Roundabout Guide is still underway. The Project 20-7/263 survey to collect user data on the current AASHTO Ped Guide has been completed and is now being compiled. Finally, the Project 15-37 rewriting of the AASHTO Bike Guide has been completed should be going to NCHRP this month to be forwarded to AASHTO for formal review and ballot later this year.

Other items included following up on issues still under discussion in various technical committees, including a spirited debate the use and design of a regulatory pedestrian crossing sign at the crosswalk as an alternate to the ped crossing warning down arrow sign. Three Ped Task Force members offered to work with Scott Kuznicki and the R/W Ped Subcommittee on this item. And G/MI is looking at requiring street name signs facing both directions on one-way streets.

There was a brief discussion of ped provisions in the 2009 MUTCD, including the new ped signal crossing time calculations, countdown signals, the HAWK ped hybrid beacon, and the new combined ped/bike trail crossing warning sign. One interesting Two items that were not adopted were the requirement for a physical barrier to be used in conjunction with the No Ped Crossing sign (we will work to get this added to the next Green Book) and the prohibition of HAWK beacons at intersections despite the research showing that this where they have been particularly effective in reducing all crashes. This will be revisited by the Signals TC.

Finally, Paul Box gave a brief report on the initial meeting of the special task force on Traffic Control Devices at Sites with Public Access, including what changes may be needed for parking facilities in a future edition of the MUTCD.