

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

SUMMARY MEETING MINUTES: January 18, 2012, Crystal City, Virginia

Chair John LaPlante reported that the Pedestrian Task Force met on Wednesday, January 18, 2012 shortly after 5:00 PM. 23 people were in attendance, including 19 Technical Committee members.

New Traffic Control Device Pool Fund studies reported on were a study on side-of-road post mounted versions of the R1-6 in-road Stop/Yield to Peds sign and the effect of eliminating the Flashing Don't Walk when countdown signals are in place.

A 3-year Access Board research project on the development of a rollability-roughness index for wheelchairs on sidewalks is now underway. The PROWAG comment period has been extended to February 2 with many concerns on application details and potential unfunded mandates. The Ped Task Force supported the need for some sort of ped protection at multi-lane roundabouts, which could be the current language for ped actuated signals, but could also include other researched treatments such as RRFBs and raised crosswalks. Other suggestions included tightening the definition of signal upgrades that would trigger APS, leaving the 2% cross slope requirement as necessary and not a real problem, not supporting applying "maximum extent feasible" to new construction (reconstruction of a roadway in an urban environment is not new construction), and noting that including resurfacing as "preventative maintenance" would require overturning the Kinney vs Yerusalem federal court decision. It was also noted that installing APS in those jurisdiction with fixed-time signals could be a significant additional cost over converting ped-actuated signals to APS.

There were reports on other pedestrian-related NCHRP projects. A new Project 3-78B proposal following up on Project 3-78A on ped signalization at multi-lane free flow lanes and roundabouts is being issued to look at RRFBs and raised crosswalks. The final draft of the AASHTO Bike Guide (Project 15-37) is being rebaloted with publication expected this summer. New NCHRP studies to develop a new Ped Guide, ped CMFs for the HSM (Project 17-56), a manual on unsignalized intersections, innovative bike-ped data collection techniques (Project 7-19), and bike-ped travel projections based on land use (Project 7-17) are all just getting underway.

Regarding issues coming before the NCUTCD at this meeting, the Markings TC is continuing to clarify wording on the use of various ped crosswalk markings to correct the NPA wording on stand-alone crosswalks on high-volume, lower speed

roadways, which was not supported by recognized research. The Signals TC is considering adding an all-red clearance interval to the HAWK between the solid Yellow and Walk intervals. They are also still discussing how to handle the truncation of the FDW during signal preemption.

Randy McCourt reported that the Sites Open to Public Traffic Task Force had voted to place the language for this new requirement in each appropriate part as opposed to a separate Part 10, to be supplemented with a more readable handbook. A chapter on SOPT will be in the new ITE Traffic Control Devices Handbook.

Finally, David Ross made a presentation and received Task Force comments on his proposal for Ped Activated Stop Signs.

The meeting adjourned at 7:00 pm.