

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

**SUMMARY MEETING MINUTES: January 7, 2009, Crystal City, VA**

Chair John LaPlante reported that the Pedestrian Task Force met on Wednesday, January 7, 2009 at 5:10 PM. 20 people were in attendance, including 16 Technical Committee members.

There were brief status reports on several pedestrian-related TCD Pool Fund studies and FHWA/Access Board joint research projects. The latter included a report on the just completed study on the safety record of the HAWK pedestrian hybrid signals in Tucson, AZ. This very rigorous study by TTI found a 95% motorist compliance rate, a reduction in pedestrian crashes of 58% and a reduction in all crashes of 28%. A concern was expressed regarding the National Committee's decision at the end last June's meeting to switch from alternating red flashing beacons to simultaneous flashing, since the safety study and all prior experience has been based on the alternating flash mode.

There were also reports on various pedestrian-related NCHRP projects, including Project 3-78A on pedestrian solutions at roundabouts and channelized turn lanes. This project is well underway using blind pedestrians to test motorist compliance and ease of crossing at a multilane roundabout in Golden, CO (where a HAWK hybrid signal and a raised crosswalk have now been installed), as well as the effectiveness of flashing beacons and advance sound strips at a channelized right turn lane in Charlotte, NC. Also discussed were Project 15-35 on the geometric design of driveways, Project 3-89 on pedestrian crashes at channelized right turn lanes, Project 3-56A to update the FHWA Roundabout Guide, and Project 20-7/263 to collect survey data preparatory to the beginning of a new AASHTO Ped Guide.

Other discussion included the use in Europe of only near side traffic signal indications (which forces vehicles to stop behind the crosswalk and reportedly reduce red-light running), a suggestion that it is now time for the MUTCD to require pedestrian signals at all signalized intersections in urbanized areas wherever there is a legal crosswalk (marked or unmarked), a request by the Railroad Technical Committee to share any pedestrian railroad crossing concerns or proposals (including when to install separate pedestrian crossing gates), and a suggestion to permit the use of an enlarged in-street pedestrian crossing side posted on the side of the roadway as an alternate to the W11-1 ped crossing sign. These items will be referred to the appropriate technical committees for their consideration.

The meeting adjourned at 7:30 pm.