

The proposed revisions to the MUTCD states:

Section 3C.02 Application of Crosswalk Markings- Guidance:

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where ~~the speed limit exceeds 40 mph and either any of the following conditions exist:~~

- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or*
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater, or*
- C. The posted speed limit is 40 mph or greater, or*
- D. A crash study reveals that multiple-threat crashes are the predominant crash type on a multi lane approach or when adequate visibility cannot be provided by parking prohibitions.*

I request that conditions in this section of the MUTCD be updated to better reflect the following study recommendations:

This is consistent with the recommendations of the following FHWA studies.

- *Safety effects of Marked vs. Unmarked crosswalks at uncontrolled locations: executive summary and recommended guidelines (FHWA-RD-01-075),*
https://nacto.org/docs/usdg/effects_marked_vs_unmarked_crosswalks_zeeger.pdf
- *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations Final Report and Recommended Guidelines (FHWA HRT-04-100)*
<https://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf>

Which states: “To add a margin of safety and/or to account for future increases in traffic volume, the authors recommend against installing marked crosswalks alone on two-lane roads with ADT’s greater than 12,000 or on multi-lane roads with ADT’s greater than 9,000 (with no raised median).”

Suggested language:

- A. The roadway has two or more lanes of travel with an ADT of 12,000 vehicles per day or greater; or*
- B. The roadway has three or more lanes of travel without a raised median or pedestrian refuge and an ADT of 9,000 ADT or greater; or*
- C. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater, or*
- D. The posted speed limit is 40 mph or greater, or*
- E. A crash study reveals that multiple-threat crashes are the predominant crash type on a multi lane approach or when adequate visibility cannot be provided by parking prohibitions.*