

February 4, 2003

Shellev J. Row, P.E.,
Director, Office of Transportation Operations
Federal Highway Administration
400 Seventh St., SW., HOTO-1,
Washington, D.C. 20590

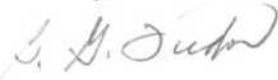
Re: 2-504(C)-Older Adult Warrant to Reduce
Minimum Volume for Multiway Stops

Dear Shellev.

Reference and thank you for your letter dated October 15, 2002 wherein you advised I did not provide needed research information and hence my request is incomplete.

Enclosed please find needed pertinent supporting research data. Request is made for permission for appropriate crosswalk experimentation at the previously identified T- intersection, consistent with the new research data.

Sincerely,



B.G. Fiedor
12423 Black Oak Trail
Huntley IL 60142

Copy: Fred Ranck, Safety Engineer
Midwestern Resource Center
Federal Highway Administration
1990 Governors Drive, Suite 301
Olympia Fields, IL 60461

HealthBriefs

Attention, walkers: Beware marked crosswalks

Who says it is safe for a pedestrian, especially an older person, to cross the street at a marked crosswalk?

Not a group of researchers at the University of Washington's Harborview Injury Prevention and Research Center. They contend that older pedestrians are actually at an increased risk, as much as 3.6 times greater, of getting hit by a motor vehicle in a marked crosswalk. But using a crosswalk where a stop sign or traffic light is located is generally a safer place to cross, say the researchers.

"Older adults have the highest pedestrian mortality rate of any age group, including young children," says Prof. Thomas Koepsell, a professor at the university and the study's main investigator. "They tend to have slower walking speeds, so crossing the street takes more time and involves more exposure to traffic. They are also less agile, so they are less likely to be able to jump out of the way of an oncoming vehicle."

Dr. Koepsell and his team collected data from six cities, four in Washington and two in California, over four years. They identified 282

accidents in which a pedestrian over 65 years old was struck by a vehicle while crossing the street at an intersection.

"Putting a marked crosswalk at a certain location basically sends a message to two parties," says Dr. Koepsell. "It tells the pedestrian that this is a safe place to cross and it tells the driver to be cautious, but this message does not always register with the driver."

But for older pedestrians, Dr. Koepsell says the message is that a marked crosswalk does not necessarily identify a safe place to cross and that, when possible, older pedestrians should cross at a signal or stop sign.

The researchers hope that traffic engineers will use their study to examine the effects of crosswalk markings at intersections where motorists are not required to stop.