

U.S. Department of Transportation
Federal Highway Administration
400 Seventh St., S.W.
Washington, D.C. 20590

Refer to HOTO-1

March 29, 2000

Mr. David Uria
Traffic Operations Manager
The City of Lakeland
834 East Rose Street
Lakeland, FL 33801

Dear Mr. Uria:

We have reviewed your March 1 letter furnishing additional information concerning your request to experiment with in-roadway flashing warning lights for crosswalks (our number IV-169(Ex)). You have, as requested, provided illustrations and the evaluation plan the University of North Carolina proposes to use. We commend you for proposing to use a different manufacturer than in your first experiment so a comparison can be made.

We are sorry but we are still not in a position to approve your request. Please make the following modifications to the evaluation plan the University of North Carolina will use:

- Please clarify whether the three existing installations along Lime Street are located at signalized or un-signalized intersections.
- As a minimum, collect before and after spot speed data for 100 free-flowing vehicles both at the crosswalk and either 50 feet, 100 feet, or 200 feet before the crosswalk, according to the methodology in the ITE Traffic Engineering Handbook. This should be collected both during the daytime and at nighttime. It is best to record speeds for single vehicles rather than platoons.
- As a minimum, collect before and after volume data for pedestrians and vehicles three to four times a year. This should be an hourly count.
- As a minimum, observe the behavior of 100 pedestrians in the crosswalk. Note how the pedestrian behaves in the crosswalk. Preferably, also record their approximate age range and whether they are male or female. (See attached sample pedestrian behavior form.)
- As a minimum, collect before and after motorist behavior data for 100 vehicles. Did the motorists yield to the pedestrian in the crosswalk, slow down 50-100 feet before the crosswalk, or did they disregard the pedestrian? The main thing we are

looking for is the percentage of vehicles that yielded to pedestrians in the crosswalk before and after the devices was installed. (See attached sample motorist behavior form.)

- We also request that you include some safety assessment such as near misses, traffic conflicts, accidents, etc. Please specify.

In addition to the requirements found in Section 1A.6 of the MUTCD, we re-emphasize:

- Your experiment with the in-roadway flashing warning lights should include the installation of amber raised pavement markers at a separate crossing for comparison purposes.

Your request to experiment with the in-roadway flashing warning lights will be approved, contingent on receipt and review of a more detailed request and experimentation plan including the items requested above.

If we can be of further assistance, please contact Ms. Louisa M. Ward on 202-366-4372.

Sincerely yours,

Jeffrey A. Lindley
Acting Director, Office of Transportation
Operations