

**TRAFFIC ENGINEERING BULLETIN**

SUBJECT Marked crosswalks at uncontrolled locations	NUMBER TR 06-02	EFFECTIVE DATE 04/10/06	SUPERSEDES New
	APPROVED SIGNATURE Edward L. Fischer, P.E., PTOE State Traffic Engineer		
UPDATES GUIDANCE DOCUMENT(S) ODOT Traffic Manual	WEB LINK(S) http://www.oregon.gov/ODOT/HWY/TRAFFIC/TECH_ADVISORY_BULLETINS.shtml		

PURPOSE

To provide direction to project delivery teams and District Managers relating to the establishment of marked crosswalks at uncontrolled locations on state highways as part of Statewide Transportation Improvement Program (STIP) and Oregon Transportation Investment Act (OTIA) projects and each District's pavement marking maintenance program.

DEFINITIONS

Uncontrolled location on state highway: A location on the state highway which lacks a STOP sign, YIELD sign, or Traffic Signal for controlling and stopping traffic on the state highway.

REFERENCE

OAR 734-020-0410

ODOT Traffic Manual, Chapter 6, Section 6.6 (Crosswalks)

BACKGROUND

The Oregon Transportation Commission, through ODOT's Chief Engineer has delegated the State Traffic Engineer with the authority to designate pedestrian crossings on state highways. The Traffic Operations Leadership Team has become concerned that many local agencies have chosen to mark crosswalks across state highways at uncontrolled locations without a proper engineering investigation or review by the Region Traffic Engineer and State Traffic Engineer. Additionally, the increased use of consultants to provide roadway and traffic engineering services has resulted in varying levels of quality in striping plans. Some consultants have produced striping plans placing marked crosswalks across the state highway at all intersections within the project limits regardless of whether an engineering investigation has been conducted or not. Such over-use of crosswalks is a violation of our standard practice, creates a potential liability exposure to the department and creates a definite increase in maintenance costs. The ODOT Traffic Manual provides clear guidance for the conditions in which marked crosswalks at uncontrolled locations should be considered. Locations that do not meet the criteria listed in the manual should be recommended for removal.

RESPONSIBILITIES OF PARTIES INVOLVED

Highway Division personnel such as Project Leaders and Consultant Project Managers, whose duties include, project delivery, are expected to coordinate engineering investigations of marked crosswalks at uncontrolled locations with the Region Traffic Engineer to insure timely delivery of project designs. District Managers are expected to verify that the marked crosswalks at uncontrolled locations being maintained by the Region striping crew in their particular District have received proper approval by the State Traffic Engineer.

ACTION REQUIRED

Project delivery teams shall identify all marked crosswalks at uncontrolled locations during the preliminary scoping process for projects. The project delivery team shall coordinate an engineering investigation with the Region Traffic Engineer. The investigation shall document which marked crosswalks were previously approved by the State Traffic Engineer and which new or previously unapproved crosswalks are consistent with the guidelines set forth in the ODOT Traffic Manual. Any previously unapproved marked crosswalks to be included in the project shall be submitted by the Region Traffic Engineer to the State Traffic Engineer for consideration of approval.

District Managers or Striping Supervisors should whenever possible identify existing crosswalks in advance of re-striping activities and coordinate with either the Region Traffic Office or the Traffic Engineering and Operations Section to assess whether the crosswalks have been approved and who has the responsibility for maintenance. This will become easier as we continue to build our database of pavement marking information.

IMPLEMENTATION

The implementation of this bulletin will be closely monitored by Traffic Engineering and Operations staff and the Traffic Operations Leadership Team comprised of the State Traffic Engineer and the Region Traffic Managers from all 5 ODOT Region Technical Centers. Any revisions will be based on feedback from the Region Technical Centers, the Maintenance Leadership Team, and the Traffic Operations Leadership Team.

CONTACT INFORMATION

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LIST OF FUNCTIONS OR STAKEHOLDERS PROVIDING REVIEW OF DRAFTS

Traffic Operations Leadership Team
Technical Leadership Team
Area Managers Team
Maintenance Leadership Team