



Number: ECB-2026-15

Date: 10/16/2026 | 9:44 AM CDT

ENGINEERING & CONSTRUCTION BULLETIN

Subject: Rescission of Local Public Agency (LPA) Technical Memorandum No. 1 (Striped Crosswalks and Local Public Assistance Program Projects)

Purpose: To notify stakeholders that LPA Technical Memorandum No. 1, “Striped Crosswalks on Local Public Assistance Program Projects,” has been rescinded.

Background: LPA Technical Memorandum No. 1 originally governed administrative and design criteria for marked pedestrian crossings on local agency projects. The incorporation of **Section 1.15 (Pedestrian Crosswalk Traffic Control Device Evaluation)** in the [January 2026 LADOTD Traffic Engineering Manual](#)* establishes complete, uniform state policies for crosswalk implementation. Specifically, **Part 1.15.17 (NON-STATE ROADWAYS)** comprehensively integrates local public agency project scopes, rendering the original memorandum obsolete.

Implementation: Effective immediately, LPA Technical Memorandum No. 1 is rescinded and canceled. LPA coordinators, engineers, project managers, and consultant designers shall immediately apply the updated Traffic Engineering Manual guidelines to all projects currently under development or in planning phases.

Contact: For questions about this publication or pedestrian crosswalks, contact the DOTD Traffic Engineering Division. For program administration questions, contact the DOTD LPA Division.

DocuSigned by:

Chris FaKouri

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10/15/2026 | 2:27 PM CDT

Requested by: Chris FaKouri, P.E., Complete Streets Engineer

Date

DocuSigned by:

Ryan Hoyt

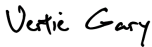
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Requested by: Ryan Hoyt, P.E., Traffic Engineering Division Administrator

Date

*<https://dotd.la.gov/media/nskoqasp/traffic-engineering-manual-jan2026.pdf>

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10/16/2026 | 8:39 AM CDT

Recommended by: Vertie Gary, P.E., Plan Quality & Publications Engineer Administrator

Date

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10/16/2026 | 9:44 AM CDT

Approved: Brian Owens, P.E., Chief Engineer

Date



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John Bel Edwards, Governor
Shawn D. Wilson, Ph.D., Secretary

TO: LOCAL PUBLIC ASSISTANCE AGENCIES

FROM: JANICE P. WILLIAMS, P. E. 
CHIEF ENGINEER

SUBJECT: LPA TECHNICAL MEMORANDUM NO.1
STRIPED CROSSWALKS ON LOCAL PUBLIC ASSISTANCE
PROGRAM PROJECTS

DATE: January 12, 2016

Effective immediately, the following policy shall be applied to all projects within the design phase.

As per Louisiana State Law RS 32:1, a "Crosswalk" means:

- (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks, shoulders, or a combination thereof on opposite sides of the highway measured from the curbs or, in absence of curbs, from the edges of the traversable roadway or if there is neither a sidewalk nor shoulder, a crosswalk is the portion of the roadway at an intersection that would be included within the prolongation of the lateral lines of the sidewalk, shoulder, or both on the opposite side of the street if there were a sidewalk or shoulder.
- (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Striped crosswalks should not be used indiscriminately. Striped crosswalks on LPA projects shall be used as follows:

Local routes

Striped intersection crosswalk placements shall be in accordance with the latest version of the Manual on Uniform Traffic Control Devices (MUTCD). Documentation, approved by the entity responsible for road maintenance, must be sent to the DOTD Project Manager documenting justification as to why each striped crosswalk to be installed on an LPA project is needed.

LOCAL PUBLIC ASSISTANCE PROGRAMS

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For locations away from an intersection (mid-block crossings), an engineering study as defined in the DOTD Traffic Engineering Manual stamped by a licensed engineer in the State of Louisiana **shall** be performed before a marked crosswalk is installed. The criteria for these locations shall be as defined in the DOTD Traffic Engineering Manual Sections 3B.2.6, 3B.2.7 or 7A.2.3 as applicable.

State routes

All new and existing crosswalk placements shall require approval of the District Traffic Operations Engineer (DTOE) and justification through an engineering study. The District DTOE shall be contacted to determine what information will be required to make a determination whether to grant approval. Guidance is provided in the DOTD Traffic Engineering Manual.

Applicable Sections of the DOTD Traffic Engineering Manual:

- Section 3B.2.1 describes the criteria required for placing a crosswalk for all areas except for the school crosswalks.
- Sections 3B.2.4-8 describes the requirements for a crosswalk at uncontrolled approaches, mid-block crossings, and controlled approaches.
- Section 3B.2.9 describes the requirement of a traffic engineering study.
- Section 7A.2.3 describes the criteria for school crosswalks.

Intersections of a state route and a local route will follow the procedure for state routes.