

(41) Request VIII-40(C)—Placement of the Crossing Identification Number Tag.

Bicycle Facilities (IX)

(42) Request IX-6(I)—Marking Hazardous Bicycle Conditions.

Discussion of Requests

The FHWA proposes to act on the above requests as follows:

General Provisions (Part I)

(1) Request I-10(C)—Standardization of Traffic Control Devices on Private Property

In October 1989, the American Association of State Highway and Transportation Officials (AASHTO) submitted a policy resolution to the FHWA recommending that each State be encouraged to adopt section 15-117 of the Uniform Vehicle Code (UVC). This section of the UVC states that traffic control devices used on private property open to the public shall be installed and maintained pursuant to the standards contained in the MUTCD.

The FHWA concurs with and supports the AASHTO resolution because it would extend the provisions contained in the MUTCD to all streets and highways open to public travel, regardless of ownership. The FHWA proposes to add language to MUTCD section 1A-3 encouraging each State to adopt section 15-117 of the UVC.

(2) Request I-12(C)—Add New Highway Classification for Special Purpose Roads

An interagency task force comprised of representatives from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the Federal Highway Administration conducted a study under the Coordinated Federal Lands Highway Technology Implementation Program (CTIP) to examine the MUTCD and identify those standards which should be revised to provide more reasonable and prudent application standards for roads with very low traffic volumes in remote rural areas.

The major thrust of the proposed change is to add a new highway classification to the MUTCD for special purpose roads and a new set of standards to address the special signing needs of these low volume, low speed roads. The recommendations in the report are to allow 18" x 18" signs for these special purpose roads. The CTIP committee did not define either low speed or low volume. However, the intent of the study was to address special purpose roads as defined in the AASHTO Policy on Geometric Design of Highways and Streets. These roads

include recreation roads, resource development roads, and local service roads. The FHWA solicits comments on this proposal.

Signs (Part II)

(3) Request II-118(C)—Standard Motorcycle Warning Sign

The American Motorcycle Association requested that the MUTCD be amended to include a sign to warn motorcyclists of hazardous road conditions. The FHWA conducted an evaluation of seven possible designs to warn motorcyclists of grooved pavements, five which incorporated a motorcycle symbol with the words "grooved pavement" and two which used word messages only. Although symbolic signs are usually preferable because they can be understood more quickly than words, the motorcycle symbol signs in this study did poorly in the motorist comprehension test. The evaluation study indicated that this may be because the concept is a difficult one to portray based on typical usage of warning signs. Generally the hazard of which drivers are warned is portrayed within the diamond sign. Many of the test group subjects saw the signs as a warning to drivers of "something" and motorcycles ahead. An example of an incorrect response given was, "Warning: Grooved Pavement and Motorcycles Ahead."

Therefore, the FHWA recommends that in areas where road conditions may be particularly hazardous for motorcyclists, the State highway agencies should develop appropriate word message signs. The FHWA recommends using a rectangular warning panel with a word message such as "Motorcycles: Watch for Grooved Pavements." Since MUTCD section 2C-40 already contains provisions which allow the design of warning signs for special conditions, the FHWA believes a change to the MUTCD is not required.

(4) Request II-120(C)—Standard Warning Signs for Substandard Vertical Curves Over Railroad Crossings.

At certain locations, there is a need to alert drivers, especially those that drive vehicles with low under clearance, of differences in elevation between an approach roadway and a railroad track bed. Low profile vehicles have the potential of getting stalled at these types of railroad crossings. This could lead to an accident with a train, or at the very least, disrupt traffic. In other instances, motorists could possibly lose control of their cars when traversing such crossings without sufficient advance warning.

The National Committee on Uniform Traffic Control Devices (NCUTCD) has proposed a new MUTCD section 8B-11, Humped Crossings, which the FHWA proposes to include in the next edition of the manual. The NCUTCD is also developing an appropriate sign for this special situation. After the sign is developed, the FHWA will include both the text and the sign in a future notice of proposed rulemaking.

(5) Request II-138(C)—Stop Sign Placement

The current MUTCD Figure 2-2 shows a typical example for placement of Stop Signs at wide throat intersections. This figure represents an intersection that usually is designed for heavier than normal volumes of long wheelbase vehicles which require larger turning radii. A Stop line pavement marking is also shown with the Stop Sign. The Stop Sign can be appropriately placed a maximum of 50 feet from the stop line.

The NCUTCD and the City of Phoenix propose that this maximum distance be deleted so that intersections with greater radii are also covered.

The FHWA does not recommend placing the Stop Sign back more than 50 feet. Placing the Stop Sign at a maximum of 50 feet from the stop line keeps the sign well within the driver's cone of vision. Installing it back farther may place the sign so far from the stop line and the cross street that the intended operation may present confusion to the general motorist. Raised or marked islands and/or channelized intersections are alternative applications which may be used at these special locations.

(6) Request II-179(C)—Don't Drink and Drive Symbol Sign

The FHWA has received requests from concerned citizens and Mothers Against Drunk Driving (MADD) to include a symbol sign in the MUTCD to deter the drinking public from driving while intoxicated. The FHWA Office of Research and Development collected recognition and comprehension data for several variations of this sign. As a result of this research, the FHWA proposes to add the proposed symbol (as shown below) into MUTCD section 2B-44 "Other Regulatory Signs," because it performed very well in the evaluation study and its message of "drive sober" covers both drivers under the influence of alcohol and drivers under the influence of illicit drugs. As proposed, the sign's legend and border would be black, the circle green, and the background white.