

(9) Request II-199(C)—Reclassify Reduced Speed Ahead Sign Series

Florida's Palm Beach County Department of Engineering and Public Works submitted a request to the FHWA to consider reclassifying the R2-5 series of signs as warning rather than regulatory signs. As presently worded, the R2-5 series signs convey an advance warning to motorists that there is a change in the regulatory speed limit ahead. Palm Beach County's proposed change would make the relationship between the "Reduced Speed Ahead" and "Speed Limit" signs similar to the relationship between the "Stop Ahead" and "Stop" signs.

The FHWA proposes to deny this request since, from a traffic operational standpoint, these signs perform adequately as regulatory signs. To change the present signs from black on white to black on yellow signs would impose an unnecessary cost burden to the State and local highway agencies.

(10) Request II-204(C)—Golf Cart Crossing Symbol

The FHWA received a request from both Virginia Beach, Virginia, and Palm Desert, California, to develop a warning symbol for golf cart crossings. The information received from Palm Desert's Public Works Department indicates that the golf cart is used in this area as an alternate, non-polluting source of transportation. They have indicated a need for not only a golf cart crossing symbol but also for a sign to warn motorists to share the roadway with these slower moving vehicles.

The FHWA is conducting a research effort to determine what type of signing is appropriate for safely accommodating these special-use vehicles along the roadway. The FHWA is also interested in receiving public comments and suggestions regarding this proposal.

(11) Request II-205(C)—Mandatory Turn Sign Alternatives

The FHWA received a request from a citizen in Florida who suggests that the Mandatory Movement Sign (R3-5) be optionally permitted as a post-mounted sign because the symbol appears to be more understandable than the mandatory turn word message sign (R3-7), particularly for persons speaking foreign languages.

The R3-5 symbol sign as discussed in MUTCD section 2B-17 is intended for overhead mounting and the R3-7 word message sign is intended for post mounting. These mandatory movement signs are included in a series of lane use control signs for the purpose of communicating lane designation information to the driver. These signs help position the motorist in the appropriate lane for the desired traffic movement.

The FHWA proposes to make the present requirements of the MUTCD less restrictive and allow either of the designated overhead and post-mounted signs to be used interchangeably. Such a change would impose no additional financial costs or burden on the State highway agency.

(12) Request II-209(C)—Signing for the Disabled

On July 26, 1991, the United States Architectural and Transportation Barriers Compliance Board published accessibility guidelines at 56 FR 35408 (36 CFR part 1191) which require that at least one in eight reserved parking spaces for the disabled be designed to accommodate vans. These parking spaces are required to be identified by a parking sign showing the international symbol of access (wheel-chair symbol) with a supplemental "Van Accessible" sign mounted below.

The MUTCD already contains a standard reserved parking sign (R7-8)

for the disabled. However, it does not contain any discussion on the design and application of the new "Van Accessible" sign. Therefore, the FHWA proposes to include the "Van Accessible" sign as a supplement to the standard R7-8 regulatory sign. When used, this word message sign should have a white background with black or green legend. Reverse background and legend colors may be used as an alternate. Where a guide sign is needed to direct motorists to special van-accessible parking facilities, the proposed "Van Accessible" sign should have a white legend on blue background with an appropriate directional arrow.

The FHWA proposes to add the design dimensions for this sign to the Standard Highway Signs Book and to add appropriate text to the MUTCD section 2B-31, "Urban Parking and Stopping Signs." The FHWA believes that this proposed amendment would impose no significant financial burden on State and local highway agencies because the "Van Accessible Sign" is intended for use only at parking locations where traffic laws and statutes apply.

The accessibility guidelines at 36 CFR part 1191 also contain construction requirements for accessible buildings or facilities. The guidelines identify facilities and elements thereof which are required to be signed as accessible. Buildings required to be accessible shall use the international symbol of accessibility as shown in figure (a) below. In addition, building requirements are also provided for signing facilities which have public text telephones and assistive listening systems. The symbol for text telephones is shown in figure (b) and the symbol for assistive listening systems is shown in figure (c).

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