

Downward YELLOW ARROW. The meaning of this new lane control indication would be that the driver can use this lane with caution. However, because of the lack of understanding of the Flashing and Steady Downward YELLOW ARROWS FHWA does not support this proposed change to the MUTCD.

The FHWA proposes the following:

1. To revise MUTCD section 4E-12 to allow darkening of lane control signals that are used on non-reversible freeway lanes;
2. To deny the MNDOT's request for change in the MUTCD relative to the use of steady and flashing YELLOW ARROW lane control signals;
3. To deny the TXDOT's request for a change to allow the use of steady YELLOW ARROW lane control signals; and
4. To permit the MNDOT and the TXDOT to conduct further experimentation in the use of steady and flashing yellow arrow lane control signals.

The NCUTCD concurs with the FHWA's position. The proposed change to allow darkening of lane control signals on non-reversible freeway lanes would impose no additional cost on highway agencies.

(28) Request IV-95(C)—Intersection Control Beacons

The Military Traffic Management Command, Department of the Army, suggested that two beacons and a stop sign should be required on each intersection approach controlled by a "RED" Intersection Control Beacon. An Intersection Control Beacon consists of one or more sections of a standard traffic signal head, having flashing CIRCULAR YELLOW or CIRCULAR RED indications in each face.

The FHWA believes that in the majority of situations, one signal indication would provide adequate visibility. However, for added visibility the first paragraph of section 4E-3 already allows the use of supplemental beacons.

To provide a back-up for the Intersection Control Beacon in the event of a bulb burn out, the NCUTCD proposed that a mandatory requirement for a STOP sign is necessary. The FHWA agrees, and proposes to amend the MUTCD to require a STOP sign as backup for the Intersection Control Beacon. This amendment would impose no significant increase in costs to highway agencies.

(29) Request IV-118(C)—Relocate Section 4C, Signal Warrants

The NCUTCD has requested that MUTCD section 4C, "Warrants for Traffic Signals," be relocated before section 4B, "Traffic Control Signals." This text relocation will allow a user of the MUTCD to determine if signals are justified before looking at the text that describes signals and their design.

The FHWA supports this proposed amendment. This amendment would impose no additional costs on highway agencies.

(30) Request IV-122(C)—Disabled Pedestrians

A citizen in Marysville, California, suggested that the MUTCD be revised to better address the needs of older and disabled pedestrians. It was suggested that pedestrian detectors (usually push button) be easily activated for pedestrians with physical disability. It was also suggested that a system, known as the "Turtle Crosswalk" and developed at the University of Alberta, be implemented at intersections where

pedestrian signals are installed. This system provides a second push button that allows additional time for slower walking pedestrians to cross the roadway. The second button would only be activated by pedestrians needing additional time to cross the roadway.

The FHWA agrees with this amendment and proposes to add the following paragraph after the first paragraph in section 4B-29:

Pedestrian detectors (push buttons) should be easily activated. At signalized intersections with demonstrated need, a second detector with instructional signing may be installed to provide additional crossing time for slower walking pedestrians.

This amendment may impose some additional costs on highway agencies; therefore, an implementation period would be established.

(31) Request IV-124(C)—Educational Plaque for Pedestrian Signals

The City of San Buenaventura, California, developed a sign to improve pedestrian understanding of the WALK and DONT WALK indications at signalized intersections. The sign is proposed to be used at locations with either word or symbol pedestrian crossing messages. The signs would be installed where at least 10 pedestrians an hour use the crosswalk and at other high traffic-generating areas, such as, hospitals and schools.

The FHWA does not feel that the sign should be mandatory at all intersections where pedestrian indications are located. The location for these signs should be left to engineering judgment. The sign design and wording is shown below. Alternative designs or wording are welcome.

BILLING CODE 4910-22-P