



National Committee on Uniform Traffic Control Devices

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RWSTC Agenda Item III.7 Jan 2013

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RW #7

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National Committee on Uniform Traffic Control Devices

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RWSTC RECOMMENDATION FOLLOWING SPONSOR COMMENTS

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TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee

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DATE OF ACTION: (TASK FORCE): April 29, 2012 Revised December 27, 2012 following Sponsor Comments

13

TASK FORCE: Dan Paddick (chair), Tom Heydel, Ron Lipps, Jim Pline, Andy Ramisch, Roger Wentz, Mark Bott, Scott Kuznicki, Fred Ranck

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RWSTC APPROVAL DATE: 6-20-12, 1-9-13 following sponsor comments

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TRANSMITTAL TO SPONSORS DATE: Fall 2012

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COUNCIL APPROVAL DATE: 1-11-13

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TOPIC: Section 2B.11 Yield Here to Pedestrian and Stop Here for Pedestrian Signs and Section 2C.50 Non Vehicular Warning Signs

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22

AFFECTED PORTIONS OF MUTCD: Section 2B.11 and Section 2C.50 (2009 MUTCD)

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25

BACKGROUND:

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Following FHWA's proposed change to the definition of a Standard, the Regulatory and Warning Sign Technical Committee (RWSTC) reviewed all of the Standard statements in its portions of the 2009 MUTCD. A number of areas of concern were noted.

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31

One of these was the use of the W11-2 "Pedestrian" sign in close proximity to the R1-5 "Yield Here to (Stop Here for) Pedestrians" sign. See paragraph 06 of Section 2B.11 and paragraph 06 of Section 2C.50. These paragraphs contained a Standard that the R1-5 "Yield Here to (Stop Here for) Pedestrian" sign on the approach shall not block the W11-2 "Pedestrian" sign at the crossing. It was felt that the requirement that the Yield Here

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37 To (Stop Here For) Pedestrians sign not block the road user’s view of the W11-2 sign
38 should be a Guidance statement rather than a Standard statement because of the
39 engineering judgment involved in determining whether a road user’s view of the sign is
40 blocked.
41

42 **DISCUSSION:**

43 On January 24, 2011, the RWSTC amended paragraph 06 of Section 2B.11 by
44 removing the phrase “...or block the road users view of the ...” from the phrase “...shall
45 not be placed on the same post or block the roadusers view of the W11-2 sign.” A
46 guidance statement was then added that said “The Yield Here To (Stop Here For)
47 Pedestrians” sign should not block the road user’s view of the W11-2 sign.” These
48 changes were sent to Sponsors and approved by Council unanimously on June 24, 2011.
49

50 Section 2B.11 and Section 2C.50 should be consistent. In January 2012 the RWSTC
51 addressed changing paragraph 06 of Section 2C.50 to match Paragraph 06 of Section
52 2B.11. Considerable discussion ensued. **It was noted that paragraph 06(D) of Section**
53 **2A.16 Standardization of Location already contains a Guidance statement that**
54 **recommends that signs “do not obscure each other.”** Since the Standard was being
55 changed to Guidance it was felt that the universal Guidance statement in Section 2A.16
56 was sufficient to address the situation.
57

58 For reference purposes, paragraph 06 of Section 2A.16 states:

59
60 06 Signs should be located so that they:

- 61 A. Are outside the clear zone unless placed on a breakaway or yielding support (see
- 62 Section 2A.19),
- 63 B. Optimize nighttime visibility,
- 64 C. Minimize the effects of mud splatter and debris,
- 65 **D. Do not obscure each other,**
- 66 E. Do not obscure the sight distance to approaching vehicles on the major street for
- 67 drivers who are stopped on minor-street approaches, and
- 68 F. Are not hidden from view.
69

70 **RECOMMENDATION:**

71
72 Amend the Council approved version of Section 2B.11 to remove the new Guidance
73 statement since it is already contained in Section 2A.16. Also amend paragraph 06 of
74 Section 2C.50 to delete the phrase “...or block the road users view of...” from the last
75 sentence of the paragraph since it is already contained in Section 2A.16.
76

77 **Note: Proposed changes to the MUTCD are shown in underline red and removed**
78 **text are shown in ~~strikethrough red~~.**

79

80 **RECOMMENDED WORDING:**

81 **Section 2A.16 Standardization of Location**

82

83 Support:

84 01 Standardization of position cannot always be attained in practice. Examples of heights
85 and lateral locations of signs for typical installations are illustrated in Figure 2A-2, and examples
86 of locations for some typical signs at intersections are illustrated in Figures 2A-3 and 2A-4.

87 02 Examples of advance signing on an intersection approach are illustrated in Figure 2A-4.
88 Chapters 2B, 2C, and 2D contain provisions regarding the application of regulatory, warning, and
89 guide signs, respectively.

90

91 **Standard:**

92 03 **Signs requiring separate decisions by the road user shall be spaced sufficiently far**
93 **apart for the appropriate decisions to be made. One of the factors considered when**
94 **determining the appropriate spacing shall be the posted or 85th-percentile speed.**

95

96 *Guidance:*

97 04 *Signs should be located on the right-hand side of the roadway where they are easily*
98 *recognized and understood by road users. Signs in other locations should be considered only as*
99 *supplementary to signs in the normal locations, except as otherwise provided in this Manual.*

100 05 *Signs should be individually installed on separate posts or mountings except where:*

101 *A. One sign supplements another;*

102 *B. Route or directional signs are grouped to clarify information to motorists;*

103 *C. Regulatory signs that do not conflict with each other are grouped, such as turn*
104 *prohibition signs posted*

105 *with one way signs or a parking regulation sign posted with a speed limit sign; or*

106 *D. Street name signs are posted with a stop or yield sign.*

107

108 06 *Signs should be located so that they:*

109 *A. Are outside the clear zone unless placed on a breakaway or yielding support (see*

110 *B. Optimize nighttime visibility,*

111 *C. Minimize the effects of mud splatter and debris,*

112 *D. Do not obscure each other,*

113 *E. Do not obscure the sight distance to approaching vehicles on the major street for*
114 *drivers who are stopped*

115 *on minor-street approaches, and*

116 *F. Are not hidden from view.*

117

118 Support:

119 07 The clear zone is the total roadside border area, starting at the edge of the traveled way,
120 available for use by errant vehicles. The width of the clear zone is dependent upon traffic

121 volumes, speeds, and roadside geometry. Additional information can be found in AASHTO’s
122 “Roadside Design Guide” (see Section 1A.11).

123

124 *Guidance:*

125 08 *With the increase in traffic volumes and the desire to provide road users regulatory,*
126 *warning, and guidance information, an order of priority for sign installation should be*
127 *established.*

128

129 *Support:*

130 09 *An order of priority is especially critical where space is limited for sign installation and*
131 *there is a demand for several different types of signs. Overloading road users with too much*
132 *information is not desirable.*

133

134 *Guidance:*

135 10 *Because regulatory and warning information is more critical to the road user than*
136 *guidance information, regulatory and warning signing whose location is critical should be*
137 *displayed rather than guide signing in cases where conflicts occur. Community wayfinding and*
138 *acknowledgment guide signs should have a lower priority as to placement than other guide signs.*
139 *Information of a less critical nature should be moved to less critical locations or omitted.*

140

141 *Option:*

142 11 *Under some circumstances, such as on curves to the right, signs may be placed on median*
143 *islands or on the left-hand side of the road. A supplementary sign located on the left-hand side of*
144 *the roadway may be used on a multi-lane road where traffic in a lane to the right might obstruct*
145 *the view to the right.*

146

147 *Guidance:*

148 12 *In urban areas where crosswalks exist, signs should not be placed within 4 feet in*
149 *advance of the crosswalk*

150 **Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs**
151 **(R1-5 Series)**

152 **Standard:**

153 01 **Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c)**
154 **signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a**
155 **marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here**
156 **for Pedestrians signs shall only be used where the law specifically requires that a**
157 **driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be**
158 **displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable.**

159

160 *Guidance:*

161 02 *If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used*
162 *in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should*
163 *be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and*
164 *Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line*
165 *and the crosswalk.*

166
167 03 *Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not*
168 *be used in advance of crosswalks that cross an approach to or departure from a*
169 *roundabout.*

170
171 Option:

172 04 Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a
173 crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users
174 where to yield (stop) even if yield (stop) lines are not used.

175
176 05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be
177 post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the
178 crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been
179 installed in advance of the crosswalk.

180
181 **Standard:**

182 06 **If a W11-2 sign has been post-mounted at the crosswalk location where a**
183 **Yield Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield**
184 **Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as or**
185 **block the road user’s view of the W11-2 sign.**

186
187 **RECOMMENDED WORDING:**

188 06 **If a W11-2 sign has been post-mounted at the crosswalk location where a**
189 **Yield Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield**
190 **Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as ~~or~~**
191 **~~block the road user’s view of~~ the W11-2 sign.**

192
193 The above shown in red was deleted by Council June 2011 and Council approved the
194 following Guidance Statement.

195
196 *Guidance:*
197 *The Yield Here To (Stop Here For) Pedestrians sign should not block the road user’s*
198 *view of the W11-2 sign.*

199
200 We are now deleting the above guidance statement as it is redundant with Section 2A.16
201 which already states that signs should be located so as not to obscure each other.

202
203 Option:

204 07 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a
205 distance supplemental plaque may be used in conjunction with a Yield Here To (Stop
206 Here For) Pedestrians sign on the approach to the same crosswalk.

207

208 08 In-Street Pedestrian Crossing signs and Yield Here To (Stop Here For)
209 Pedestrians signs may be used together at the same crosswalk.

210

211 **Section 2C.50 Non-Vehicular Warning Signs (W11-2, W11-3, W11-4, W11-6,**
212 **W11-7, W11-9, and W11-16 through W11-22)**

213 Option:

214 01 Non-Vehicular Warning (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-
215 16 through W11-22) signs (see Figure 2C-11) may be used to alert road users in advance
216 of locations where unexpected entries into the roadway might occur or where shared use
217 of the roadway by pedestrians, animals, or equestrians might occur.

218

219 Support:

220 02 These conflicts might be relatively confined, or might occur randomly over a segment
221 of roadway.

222

223 *Guidance:*

224 03 *If used in advance of a pedestrian, snowmobile, or equestrian crossing, the W11-2,*
225 *W11-6, W11-7, and W11-9 signs should be supplemented with plaques (see Section*
226 *2C.55) with the legend AHEAD or XX FEET to inform road users that they are*
227 *approaching a point where crossing activity might occur.*

228

229 **Standard:**

230 04 **If a post-mounted W11-2, W11-6, W11-7, or W11-9 sign is placed at the location**
231 **of the crossing point where pedestrians, snowmobilers, or equestrians might be**
232 **crossing the roadway, a diagonal downward pointing arrow (W16-7P) plaque (see**
233 **Figure 2C-12) shall be mounted below the sign. If the W11-2, W11-6, W11-7, or**
234 **W11-9 sign is mounted overhead, the W16-7P plaque shall not be used.**

235

236 Option:

237 05 A Pedestrian Crossing (W11-2) sign may be placed overhead or may be post-mounted
238 with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location
239 where Yield Here To (Stop Here For) Pedestrians signs (see Section 2B.11) have been
240 installed in advance of the crosswalk.

241

242 **Standard:**

243 06 **If a W11-2 sign has been post-mounted at the crosswalk location where a Yield**
244 **Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield Here**
245 **To (Stop Here For) Pedestrians sign shall not be placed on the same post as ~~or block~~**
246 **~~the road user's view of~~ the W11-2 sign.**

247

248 Option:

249 07 An advance Pedestrian Crossing (W11-2) sign with an AHEAD or a distance
250 supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For)
251 Pedestrians sign on the approach to the same crosswalk.
252

253 08 The crossing location identified by a W11-2, W11-6, W11-7, or W11-9 sign may be
254 defined with crosswalk markings (see Section 3B.18).
255

256 09 The W11-2 and W11-9 signs and their related supplemental plaques may have a
257 fluorescent yellow-green background with a black legend and border.
258

259 *Guidance:*

260 10 *When a fluorescent yellow-green background is used, a systematic approach featuring*
261 *one background color within a zone or area should be used. The mixing of standard*
262 *yellow and fluorescent yellow-green backgrounds within a selected site area should be*
263 *avoided.*
264

265 *Option:*

266 11 A Warning Beacon (see Section 4L.03) may be used with any Non-Vehicular Warning
267 sign to indicate specific periods when the condition or activity is present or is likely to be
268 present, or to provide enhanced sign conspicuity.
269

270 12 A supplemental WHEN FLASHING (W16-13P) plaque (see Figure 2C-12) may be
271 used with any Non-Vehicular Warning sign that is supplemented with a Warning Beacon
272 to indicate specific periods when the condition or activity is present or is likely to be
273 present.
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275
276 RWSTC VOTE 6-20-12: For: Unanimous
277 Opposed:
278 Abstentions:

279 RWSTC VOTE 1-9-13
280 For: 26
281 Opposed: 0
282 Abstentions: 1
283

284 COUNCIL VOTE: 1-11-13 For: Unanimous
285
286

287 C:NCUTCD/January 2013/RW # 7 Section 2B.11 and 2C.50 Yield Here to Peds, STOP
288 here for Peds approved following sponsor comments by RWSTC 1-9-13 approved by
289 Council 1-11-13