TECHNICAL COMMITTEE: NCUTCD Regulatory/Warning Signs Technical Committee

DATE OF ACTION: 12-23-12, revised 12-26-12, revised 1-2-13, revised 6-3-13 following sponsor comments, revised following sponsor comments 6-26-13, approved by Council 6-27-13

TASK FORCE: Tom Heydel (chair), Dan Paddick, Jim Pline, Mark Bott

RWSTC APPROVAL DATE: January 9, 2013

TRANSMITTAL TO SPONSORS DATE: Spring 2013

RWSTC APPROVAL FOLLOWING SPONSOR COMMENTS: June 26, 2013

COUNCIL APPROVAL DATE: June 27, 2013

TOPIC: In-Street Pedestrian signs (R1-6, R1-6a), Overhead Pedestrian Crossing Signs (R1-9 and R1-9a) and In-Street Schoolchildren Crossing (R1-6b, R1-6c sign)

AFFECTED PORTIONS OF MUTCD: Sections 2B.12 and 7B.12

DISCUSSION/QUESTION:

Sections 2B.12 and 7B.12 allow for the usage of the In-Street Pedestrian, overhead pedestrian crossing signing and school signing at unsignalized intersections and school crossings.

If an intersection has a flashing beacon as per Section 4L.02, does that intersection beacon still constitute the intersection as unsignalized? For example: If an intersection is controlled by a STOP sign on the sideroad approach with a flashing red beacon and a flashing yellow beacon on the through highway, does that constitute a signalized intersection which would prohibit the use of the in-street pedestrian, overhead pedestrian or school in street sign because paragraph 08 in section 2B.12 prohibits its use at a signalized intersection?

Some may refer to the red-yellow beacon as a signal, but it really is an intersection control beacon not a signal. The MUTCD definition of an intersection control beacon is “a beacon used only at an intersection
to control two or more directions of travel”. There is also a definition of a “Beacon” which is defined as “a highway traffic signal with one or more signal sections that operates in a flashing mode”. A traffic Control Signal is defined as “any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed”.

Section 4L.02 describes beacons as having signal faces.

Section 4F, Pedestrian Hybrid Beacons typically uses the term beacon, but also contains some language that refers to it as signal by saying it has three signal sections. Accordingly, the R1-6 and R1-9 series signs should not be used at pedestrian hybrid beacon locations.

The reason restrictions have been imposed on the usage of the R1-6 and R1-9 signage at a traffic signalized intersection is to eliminate conflict between the sign that says STOP or YIELD and a green signal indication. In the case of a flashing yellow or red beacon, that would not be the case.

Therefore, at locations with intersection control beacons or midblock with flashing beacons, the in street signing, R1-6, R1-6a, R1-6b and R1-6c should be allowed since there is no green indication. The exception would be the pedestrian hybrid beacon where the R1-6 and R1-9 series should not be allowed because it has pedestrian don’t walk indications and pedestrian walk indications and it has a red beacon (signal) and yellow beacon (signal).

**RECOMMENDATION:** Modify Section 2B.12 paragraph 08 and Section 7B.12 paragraph 04 to allow for the usage of the In-Street signs and overhead pedestrian crossing signs where Flashing Beacons are used, to clarify the MUTCD language. At Hybrid Beacon approaches the In-Street signs and overhead pedestrian crossing signs shall not be used.

Add the word “approaches” in 2B.12 (paragraph 08), 7B.12 (06), (07) and (09) since right turn bypasses at signalized intersections are often not signalized and therefore an in street ped sign could be used for the right turn bypass that is YIELD or STOP controlled or freeflow.

**RECOMMENDED WORDING:**

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

**Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)**

Option:

01 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-6a, R1-9, and R1-9a signs, if applicable. On the R1-6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.
02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.

**Standard:**

03 If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

**Guidance:**

06 If an island (see Chapter 3) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

**Option:**

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

**Standard:**

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations crosswalks on approaches controlled by a traffic control signal, pedestrian hybrid beacon or an emergency vehicle hybrid beacon.

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

**Option:**

12 The In-Street Pedestrian Crossing sign and the Overhead pedestrian Crossing sign may be used at intersections or midblock pedestrian crossings with flashing beacons.
Support:
118 12 13 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-
Street Pedestrian Crossing sign.

Standard:
121 12 14 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet
above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in
an island shall be a maximum of 4 feet above the island surface.

Option:
125 14-15 The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in
winter because of plowing operations, and may be removed at night if the pedestrian activity at
night is minimal.

129 15 16 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To
(Stop Here For) Pedestrians signs may be used together at the same crosswalk.

Section 7B.12 School Crossing Assembly

Standard:
01 If used, the School Crossing assembly (see Figure 7B-1) shall be installed at the
school crossing (see Figures 7B-4 and 7B-5), or as close to it as possible, and shall
consist of a School (S1-1) sign supplemented with a diagonal downward pointing
arrow (W16-7P) plaque to show the location of the crossing.

02 The School Crossing assembly shall not be used at crossings other than those
adjacent to schools and those on established school pedestrian routes.

03 The School Crossing assembly shall not be installed on approaches controlled by a
STOP or YIELD sign.

Option:
04 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.12 and Figure 7B-6)
or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign (see Figure 7B-6) may be used at
unsignalized school crossings on approaches that are not controlled by a traffic control signal a
pedestrian hybrid beacon, or an emergency vehicle hybrid beacon. If used at a school crossing, a
12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The
STATE LAW legend on the R1-6 series signs may be omitted.

05 The In-Street Pedestrian Crossing sign or In-Street Schoolchildren Crossing sign may be
used at intersections or midblock crossings with flashing beacons.

Figure 7B-6 In-Street Signs in School Areas
The Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Section 2B.12 and Figure 2B-2) may be modified to replace the standard pedestrian symbol with the standard schoolchildren symbol and may be used at unsignalized school crossings on approaches that are not controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency vehicle hybrid beacon. The STATE LAW legend on the R1-9 series signs may be omitted.

A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6 or R1-6a) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign at a school crossing on approaches that are not controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency vehicle hybrid beacon. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6 or R1-6a) signs (see Section 2B.12).

The In-Street Pedestrian Crossing sign, the In-Street Schoolchildren Crossing sign, the Overhead Pedestrian Crossing sign, and the reduced size in-street School (S1-1) sign shall not be used at signalized on approaches that are controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency vehicle hybrid beacon locations.

RWSTC 1-9-13 VOTE: For: 25
Against: 2
Abstentions: 0

RWSTC June 26, 2013 VOTE: For: Unamious
Against:
Abstentions:
Council Vote: June 27, 2013 Motion passed

For: 31

Against: 3

Abstentions: 0

C: NCUTCD/Jan 2013 meeting/ In-Street Pedestrian signs at intersection control beacon 12-23-12, revised 12-26-12, revised 1-2-13, approved by RWSTC 1-9-13 READY FOR SPONSORS, revised following sponsor comments 6-3-13, revised following sponsor comments 6-26-13, APPROVED BY COUNCIL 6-27-13