NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Regulatory and Warning Signs Technical Committee

ITEM NUMBER: 18A-RW-01

TOPIC: R1-5 Series Signs – Multi-lane use vs Single Lane Use

ORIGIN OF REQUEST: RWSTC Task force. Tom Heydel RWSTC (chair), Scott Kuznicki, Ross Oyen, Charles Meyer

AFFFECTED SECTIONS OF MUTCD:
Section 2B.11 (Yield Here to Pedestrians Signs and Stop Here For Pedestrian Signs (R1-5 series)

DEVELOPMENT HISTORY:
- Approved by RW Technical Committee: 01/03/2018
- Approved by RW Technical Committee following sponsor comments: 06/20/2018
- Approved by NCUTCD Council: 06/21/2018

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:
The MUTCD states in Section 2B.11 that the R1-5 series signs are for multi-lane but is silent on uncontrolled single lane approaches.

FHWA issued an interpretation letter on July 21, 2014 that said the sign should only be used in advance of a crosswalk that crosses an uncontrolled, midblock, multi-lane approach. It went on to say that for a single lane approach there is no adjacent lane to be effected by another vehicle obscuring the view of either the drivers or pedestrians, so the R1-5 series signs would not be needed. The letter also said that if yield (stop) lines are used on a single lane approach to a crosswalk, the R1-5 series are not required and are not intended to be used.

The MUTCD does not have a regulatory sign for pedestrian crossing at a single lane midblock application and it should not be restricting this regulatory sign for multi-lane only. This regulatory sign can provide the driver the regulation to stop in advance of a crosswalk similar to that shown in Figure 3B-17 regardless of a vehicle obstructing the view. Therefore, a
A practitioner should be allowed to use this R1-5 series sign for a single lane approach at the yield line or simply in advance of the crosswalk no different than at a multi-lane approach.

The present standard language in Paragraph 01 of Section 2B.11 says you shall use the R1-5 series sign in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. It does not say you cannot use the sign(s) for a single lane approach, even though the intent may have been for multi-lane approach.

The language in Section 2B.11 needs to be clarified to allow it for single lane approach as well. The difference would be that the R1-5 series signs would be an option for single lane approach, whereas the R1-5 series signs is required (Section 2B.11 paragraph 01) per present MUTCD language for multi-lane approach due to the issue of a pedestrian possibly being obscured from view in a multi-lane approach at an uncontrolled location due to the potential of a vehicle in the other lane.

DISCUSSION:
Add an option statement in Section 2B.11 allowing the R1-5 series signs in advance of a crosswalk that crosses a uncontrolled single lane approach.

RECOMMENDED MUTCD CHANGES
The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in red strikethrough. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and green double strikethrough for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by [highlighted light blue in brackets].

PART 2. SIGNS
Chapter 2B. REGULATORY SIGNS, BARRICADES, AND GATES

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

Standard:
01 Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable. (approved by Council 6-26-2014)

Guidance:
02 If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.
03 Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

Option:

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

05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5c signs, if applicable. (Approved by Council 6/26/2014)

Standard:

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

Guidance:

The Yield Here To (Stop Here For) Pedestrian sign should not block the road user’s view of the W11-2 sign. (6/24/2011) Deleted (approved by Council 1/11/2013)

Option:

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

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

Figure 2B-2 Unsignalized Pedestrian Crosswalk Signs

Table 2B-1 – Add sign size for single lane for the R1-5, R1-5a, R1-5b, and R1-5c signs (36 x 36)