

the entrance to a roundabout intersection. An essential design feature of a modern roundabout intersection is "yield-on-entry" therefore, a YIELD sign is necessary at all entrances to the roundabout intersection. The FHWA received one comment from ATSSA in support of this change, and one comment from the U.S. Access Board opposed to it. The U.S. Access Board suggested that the pedestrian crossing be moved away from the entry and exit points of the roundabout intersection to allow for safer interaction between pedestrians and drivers. This would create a midblock crossing, and the FHWA believes that the signing and marking of nearby midblock crosswalks should be determined on a case-by-case basis using engineering judgment. Thus, the FHWA did not make changes to this STANDARD, and adopts the new STANDARD statement as proposed in the NPA.

31. In Section 2B.10 YIELD Sign Placement, the FHWA corrects an error in the first paragraph of the STANDARD statement by changing the word "correct" to "right" so that the first sentence reads, "The YIELD sign shall be installed on the right side of the approach to which it applies." Additionally, the FHWA adds a new sentence after the first sentence of the STANDARD statement to require that YIELD signs shall be placed on both the left and right sides of the approaches to roundabout intersections with more than one approach lane on the signed approach. This is in concert with best practices of modern roundabout intersection design and to assure adequate visibility of the YIELD signs. There were two comments from ATSSA and the Kansas DOT in general support of these changes, and the FHWA adopts these changes, with minor editorial revision.

Additionally, the NPA included a proposal to add a paragraph to the STANDARD statement that other than a DO NOT ENTER sign, no other sign shall be mounted back-to-back with a YIELD sign, to assure that the shape of the YIELD sign is visible to road users on other approaches to the intersection. The proposed exception for the DO NOT ENTER sign was to allow flexibility in urban areas where there may not be enough room to install separate poles for each sign and both signs must be installed at the corner. The FHWA received nine comments from State and local DOT's opposed to this change, stating that it was too restrictive (see comments and discussion in Section 2B.06 STOP Sign Placement). The FHWA agrees and changes this STANDARD to a GUIDANCE and

revises the statement to read, "Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a YIELD sign in a manner that obscures the shape of the YIELD sign." The FHWA adds a phase-in target compliance date for this new GUIDANCE of 10 years from the effective date of this final rule for existing signs in good condition, and also adds a SUPPORT statement referencing Section 2A.16 Standardization of Location for further information regarding separate and combined mounting of signs with YIELD signs.

Additionally, the FHWA adds a paragraph to the GUIDANCE statement stating that, at a roundabout intersection, the face of the YIELD sign should not be visible from the circulating roadway. This is recommended to prevent circulating vehicles in the roundabout intersection from yielding unnecessarily. The FHWA received no comments regarding this change, and adopts this change.

The FHWA also adds an OPTION statement at the end of the section to allow the installation of an additional YIELD sign on the left side of the road and/or the use of a YIELD line at wide-throat intersections. This provides for improved visibility of the YIELD signs where needed. The FHWA received no comments regarding this change, and adopts this change.

32. The FHWA adds a new section numbered and titled, "Section 2B.11 Yield Here To Pedestrians Signs (R1-5, R1-5a)". (This section was numbered Section 2B.52 in the NPA.) These new signs alert road users of the presence of an unsignalized midblock pedestrian crossing. The FHWA includes a STANDARD statement, which states that if YIELD lines are used in advance of an unsignalized marked crosswalk, the YIELD HERE TO PEDESTRIANS (R1-5 or R1-5a) signs, shall be placed 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line. The purpose of the STANDARD is to provide for the uniform use and placement of these signs and improved pedestrian safety.

The FHWA received six comments from the NCUTCD, ATSSA, Cities of Tucson, Arizona, and Plano, Texas, the Association of Pedestrian and Bicycle Professionals, and a traffic engineering consultant in support of this new section. One private citizen opposed it, stating that the signs are unnecessary because they convey rules of the road, rather than site-specific regulations. The Wisconsin DOT and Pierce County, Washington, requested clarification of the placement of these signs. In response to the comments, the FHWA

adds a reference to Section 3B.16 Stop and Yield Lines to provide additional clarity that the yield line is to be placed adjacent to the Yield Here to Pedestrians sign. The FHWA adopts this section in this final rule and establishes a phase-in target compliance date of 10 years from the effective date of this final rule for existing signs in good condition to minimize any impact on State or local governments.

The FHWA received two comments from the Oregon DOT and a traffic engineering consultant suggesting that this section be expanded to include STOP HERE FOR PEDESTRIAN signs and wording added to allow the signs at any marked crosswalk not controlled by a signal, stop sign, or yield sign as an option for States or other agencies with statutes that require traffic to stop for pedestrians. This goes beyond the scope of the NPA, and a future NPA would need to be issued for discussion and comment.

33. The FHWA adds a new section numbered and titled "Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)." (This section was numbered Section 2B.53 in the NPA.) These in-street signs remind road users of the laws regarding right-of-way at an unsignalized pedestrian crossing. The FHWA includes OPTION, GUIDANCE, and STANDARD statements describing the use, design and application of the In-Street Pedestrian Crossing (R1-6, R1-6a) signs. These signs are included in the MUTCD in order to provide for uniformity of these regulatory messages and for improved pedestrian safety. The FHWA received four comments from ATSSA, the City of Los Angeles, California, the Association of Pedestrian and Bicycle Professionals, and a traffic engineering consultant in agreement with the new section as proposed in the NPA. Another five commenters representing the Florida and Wisconsin DOTs, the Cities of Los Angeles, California, and Tucson, Arizona, and a traffic engineering consultant agreed with the sign in general, but suggested wording changes, including deleting the reference to State law from the sign. Another five commenters representing the NCUTCD and the Kansas, Arizona, and Minnesota DOTs opposed the sign and the inclusion of this section in the MUTCD. Those opposed listed several reasons, including waiting until the results of a related Transportation Cooperative Research Program (TCRP)⁹

⁹ "Improving Pedestrian Safety at Unsignalized Roadway Crossings" is a reach study currently in progress. This is a joint effort between the National Cooperative Highway Research Program (NCHRP) and the Transportation Cooperative Research