

modifies the second OPTION statement by changing "PEDESTRIANS PROHIBITED" to "NO PEDESTRIAN CROSSING" as the proper word message sign to be used as an alternate to the No Pedestrian Crossing (R9-3a) symbol sign. "NO PEDESTRIAN CROSSING" is the intended meaning of the symbol and more clearly describes the actual restriction of pedestrian movement. The FHWA received comments from the Association of Pedestrian and Bicycle Professionals and the City of Tucson, Arizona, specifically in support of this change, and adopts this change.

The FHWA also received comments from the Florida DOT and the City of Tucson, Arizona, suggesting that the section does not mention signalized crossings. These comments are outside the scope of this rulemaking and would need to be addressed in a future rulemaking.

51. In Section 2B.45 Traffic Signal Signs (R10-1 through R10-21) (numbered and titled "Section 2B.40 Traffic Signal Signs (R10-1 through R10-13)" in the 2000 MUTCD), the FHWA revises the title to reflect additional traffic signal signs. These signs are shown in Figures 2B-18 and 2B-19.

The FHWA adds to the second OPTION statement that the R10-3d sign may be used if the pedestrian clearance time is sufficient only for the pedestrian to cross to the median. This sign is similar to the existing R10-3b sign except that next to the WALK symbol is the message "START CROSSING TO MEDIAN WATCH FOR VEHICLES." The FHWA also modifies Figure 2B-18 (numbered Figure 2B-17 in the NPA) to add illustrations of the R10-3d sign and the R10-3e sign. The R10-3e sign is a variant incorporating "time remaining to finish crossing" and is consistent with countdown pedestrian signals as adopted in Part 4. The FHWA received one comment from the City of Tucson, Arizona, in support of this change and one question from the U.S. Access Board regarding how this information would be given in audible and vibrotactile formats. The Access Board stated that, if accessible signals are used at an intersection where pedestrians should cross only to a median and then wait until a different phase to complete their crossing, it would be important for the accessible devices to communicate this fact to the pedestrian with visual disabilities. This comment actually pertains to Chapter 4E Pedestrian Signals, and it goes beyond the scope of this rulemaking and would need to be addressed in a future rulemaking. The

FHWA adopts the change, as proposed in the NPA, in this final rule.

Additionally, the FHWA revises and relocates the third OPTION statement (from the 2000 MUTCD) to follow the second STANDARD statement to indicate that a symbolic NO TURN ON RED (R10-11) sign may be used as an alternate to the R10-11a and R10-11b signs. The symbolic sign has a symbolic red ball rather than using the "No Right Turn" symbol, to avoid confusion with the R3-1 (No Right Turn) sign.

In Figure 2B-19 Traffic Signal Signs (numbered Figure 2B-18 in the NPA), the FHWA received several comments regarding the illustration of "No Right Turn on Red" signs. ATSSA and a traffic engineering consultant agreed with the return of the R10-11 sign and the removal of the R10-11c and R10-11d signs. The Cities of Plano, Texas, and Los Angeles, California, and some private citizens were opposed to the removal of the R10-11c and R10-11d signs, stating that the use of symbol signs should be encouraged over word signs. The FHWA disagrees with the opposing commenters because the use of the No Right Turn symbol sign should be reserved for actual prohibition of all right turn movements at an intersection to have the appropriate impact on safety. Extensive use of a No Right Turn on Red sign featuring the No Right Turn symbol would degrade the influence of the R3-1 sign. The City of Los Angeles and a private citizen suggested different designs for the sign. The FHWA disagrees with these different designs because they are too complex. The FHWA adopts the R10-11 sign with a red ball symbol included on the bottom line of the sign. The FHWA also revises the sign number for R10-20b to be R10-20a, and places the word "or" between the two R10-20a signs to clarify that the signs illustrate two examples of different word messages that can be used to provide times and days.

Additionally, the FHWA adds to the second GUIDANCE statement to indicate that where turns on red after the driver stops are permitted and the turn signal indication is a RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign should be installed adjacent to the RED ARROW signal indication to conform to the "Uniform Vehicle Code and Model Traffic Ordinance" (UVC) as revised. The revised UVC prohibits turns on a RED ARROW after stopping unless a sign specifically allowing the turn is in place. The FHWA received one comment from ATSSA in support of this change, and three comments from the NCUTCD, Caltrans and the City of

Kennewick, Washington, opposing it. Kennewick, Washington, opposed this new sign, because the State of Washington allows the turn on red arrow after stop in certain instances, unless otherwise prohibited by signs. The FHWA is in favor of maintaining consistency with the majority of the other States who already have laws that agree with this meaning of the red arrow.

The NCUTCD opposed this new paragraph as well as the signs, stating that it is "inappropriate." Without additional explanation, the FHWA cannot respond to this comment.

Caltrans opposed the new sign suggesting that where turns on red are permitted after stopping and the signal indication is a RED ARROW, that changing the signal indication from a RED ARROW to a Red Ball would be more appropriate than fixing the situation with a sign. The FHWA agrees that while there may not be many places where the R10-17a sign is needed, there are intersections with unusual geometrics or special lane use control for which an all-arrow right-turn signal head makes sense and from which there is no reason that turns on red should be prohibited. It is primarily for these situations that the R10-17a sign should be used. The FHWA adopts use of this sign in this final rule, with minor modifications.

Additionally, the FHWA relocates the last item in the second GUIDANCE statement to the first paragraph under the third OPTION statement (new fourth OPTION statement) and changes it to read that when right turn on red after stop is permitted and pedestrian crosswalks are marked, the TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (R10-15) sign may be used. This change is necessary to prevent potential overuse and a reduced effectiveness of the sign. The FHWA received two comments from ATSSA and a traffic engineering consultant in support of this change. The U.S. Access Board opposed, stating that the use of the sign should not be restricted to just marked crosswalks. The traffic engineering consultant who supported the change also suggested that the sign would also be useful during the green interval to remind drivers to yield to pedestrians who are crossing during the concurrent WALK interval. The FHWA agrees and adds a paragraph to the OPTION stating that a TURNING TRAFFIC MUST YIELD TO PEDESTRIANS sign may be used to remind drivers who are making turns to yield to pedestrians, especially at intersections where crosswalks are