

term “bicycle facilities” with the term “shared-use path” in the first sentence of the second paragraph of the STANDARD statement because this sentence relates only to shared-use paths and not to on-street bicycle lanes. Shared-use paths are for the use of pedestrians (with or without disabilities), skaters, joggers, and other non-motorized users in addition to bicyclists. There were comments from the NCUTCD, the Wisconsin DOT, and the City of Tucson, Arizona, in agreement with the changes. The NCUTCD suggested that the last sentence of the STANDARD should retain “shared use paths.” The FHWA disagrees because this sentence states that the minimum sign sizes for bicycle facilities shall not be used in locations that would apply to other vehicles, and because the minimum sign size would be too small.

Additionally, the FHWA changes the title of Table 9B–1 from “Sign Sizes for Shared-Use Paths” to “Minimum Sign Sizes for Bicycle Facilities” and separates the column headed “Minimum Sign Size” into two sub columns headed “Shared-Use Path” and “Roadway,” to better distinguish between the applications of signs on paths and roadways and to be consistent with sign sizes used on roadways as described in Part 2. The FHWA also revises Table 9B–1 by adding additional signs to reflect changes elsewhere in Part 9. There were several comments from the NCUTCD, local highway agencies, associations representing bicyclists, and private citizens in support of these changes. The FHWA received two editorial comments regarding the size of the R1–2 YIELD sign, and incorporates those changes in this final rule.

336. In Section 9B.03 STOP and YIELD Signs (R1–1, R1–2), the FHWA modifies the first GUIDANCE statement so that it applies to the installation of both STOP and YIELD signs, and not exclusively to STOP signs. The FHWA includes additional editorial changes in this final rule based on comments received requesting that the term “bicyclists” be changed to “path users” and “drivers” be changed to “road users.” These editorial changes provide for consistent terminology throughout the MUTCD. Several commenters were in favor of the overall changes to this section.

337. In Section 9B.04, the FHWA changes the title from “Bicycle Lane Signs (R3–16, R3–17)” to “Bicycle Lane Signs (R3–17, R3–17a, R3–17b)” to reflect the changes to the Bicycle Lane Signs.

Additionally, the FHWA removes existing text in this section in its entirety and replaces it with new text regarding the use of Bicycle Lane signs. This modification replaces the existing Bicycle LANE AHEAD (R3–16), Bicycle LANE ENDS (R3–16a), and RIGHT LANE Bicycle ONLY (R3–17) signs with a redesigned BIKE LANE (R3–17) sign to be used in conjunction with new supplemental AHEAD (R3–17a) and ENDS (R3–17b) plaques. These sign combinations will more clearly provide the information contained on the old R3–16, R3–16a, R3–17, and R3–17a signs, and will reduce road user confusion. The FHWA received five comments from the NCUTCD, ATSSA, Caltrans, the Metropolitan Planning Organization of Cincinnati, and the Association of Pedestrian and Bicycle Professionals supporting the changes, stating that the modifications and redesign of the R3–17 sign and the supplemental plaques will help reduce motorist confusion and HOV lane conflicts.

The Illinois DOT opposed the elimination of the existing R3–17a, however the NCUTCD recommended removal of the sign, stating that it was confusing to road users. Several citizens and local highway agencies sent letters supporting changes to Figure 9B–2 that include the new R3–17 BIKE LANE sign. The Association of Pedestrian and Bicycle Professionals, a traffic engineering consultant, and a private citizen expressed confusion between the text in this section and that in Section 9C.04 Markings for Bicycle Lanes regarding the use of bike lane signs in conjunction with a striped bike lane. As a result, the FHWA modifies text in Section 9C.04 to remove the discrepancy between these sections.

338. In Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4–4), The FHWA received one comment from the NCUTCD supporting the minor changes to this section. Additionally, to respond to a comment from a private citizen suggesting clarification on the use of this sign, the FHWA adds a GUIDANCE statement to the end of the section to clarify that the R4–4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation. The FHWA believes that this GUIDANCE statement is necessary for clarity and for safety, to reinforce that when there is a right-turn lane drop, it is the bicyclists who should yield to motor vehicle traffic when moving to the left, thus the R4–4 sign should not be used in those situations.

339. The FHWA adds a new section following Section 9B.05 BEGIN RIGHT

TURN LANE YIELD TO BIKES Sign (R4–4). The new section is numbered and titled “Section 9B.06 Bicycle WRONG WAY Sign and RIDE WITH TRAFFIC Plaque (R5–1b, R9–3c)” and provides GUIDANCE and OPTIONS regarding the design and placement of Bicycle WRONG WAY Signs. The remaining sections are renumbered accordingly. Sixteen commenters, representing the NCUTCD, State and local highway agencies as well as private citizens, supported this new section. One commenter from the City of Tucson, Arizona, opposed it, stating that WRONG WAY signs are not necessary for informing users of the normal rules of the road. The FHWA disagrees because many signs inform drivers of the normal rules of the road, and the WRONG WAY sign can provide important additional information to bicyclists. The FHWA adopts the changes as proposed in the NPA, with a minor editorial change, as suggested in a comment from the City of New York, to clarify that the RIDE WITH TRAFFIC (R9–3c) sign is actually a plaque, because it cannot be installed alone.

340. In Section 9B.08 No Bicycles Sign (R5–6) (titled “Bicycle Prohibition Sign (R5–6)” in the NPA), the FHWA changes the sign name to be consistent with changes in Section 2B.31 SLOWER TRAFFIC KEEP RIGHT. The FHWA believes that this minor change is needed to maintain consistency with other sections of the MUTCD.

341. In Section 9B.09 No Parking Bike Lane Signs (R7–9, R7–9a) (referred to as Section 9B.08 No Parking Bicycle Lane Signs (R7–9, R7–9a) in the 2000 MUTCD), the FHWA changes the title and the first STANDARD statement to accurately reflect the name of the sign. Two commenters representing the NCUTCD and the City of Tucson, Arizona, expressed agreement with the changes in this section. One commenter from New York City expressed concerns that the R7–9 and R7–9a signs have limited use in a dense urban area because most bike lanes are along roadways where parking is allowed at the curb. While localities are seeking signs to prohibit parking in the bike lanes, R7–9 and R7–9a do not work in these instances. The use of R7–9a could be confusing to use if curbside parking is allowed. With the change in the bike lane sign, now R3–17, it further complicates the agency’s ability to regulate parking in bike lanes. The FHWA determines that the R7–9 and R7–9a signs are not appropriate if curbside parking is allowed. If a bike lane exists where curbside parking is allowed, pavement markings will have to be used to communicate which