

portion of the pavement is for parking and which portion of the pavement is for bike use. In the NPA, the FHWA proposed removing the R3-17a sign that was available for this purpose. The NCUTCD recommended removing the R3-17a sign because the sign is even more confusing to road users. The FHWA adopts the changes as proposed in the NPA.

342. In Section 9B.10 Bicycle Regulatory Signs (R9-5, R9-6, R10-3) (titled Bicycle Regulatory Signs (R9-5, R9-6) in the NPA), the FHWA removes the first paragraph of the OPTION statement, and includes the R10-3 sign in the section title. Two commenters representing the NCUTCD and the City of Tucson, Arizona, expressed agreement with the minor changes in this section. The FHWA also received one comment from a private citizen suggesting that the first sentence of the OPTION statement (as proposed in the NPA) was not necessary, and could be potentially confusing when taken in context with the three paragraphs that follow it. The FHWA agrees and removes that sentence in this final rule. The FHWA also adds the R10-3 sign to the title because the sign's use is described in this section.

343. The FHWA adds a new section following existing Section 9B.10 (new Section 9B.11) Shared-Use Path Restriction Sign (R9-7). The new section is numbered and titled "Section 9B.12 Bicycle Signal Actuation Sign (R10-22)" and provides a new sign giving information to bicyclists on how to best situate themselves within the proposed new Bicycle Detector pavement marking symbol so that they can actuate the traffic signal. The remaining sections are renumbered accordingly. Fifteen commenters, representing the NCUTCD, State and local highway agencies, as well as private citizens, supported the new section. The FHWA adopts the changes as proposed in the NPA.

344. In Section 9B.16 (formerly Section 9B.14) Bicycle Surface Condition Warning Sign (W8-10), the FHWA revises the first OPTION statement to clarify that BUMP, DIP, PAVEMENT ENDS, and any other word message signs are not supplemental plaques used with the W8-10 sign, but are instead standard signs to be used independently. The NCUTCD supported this change. The FHWA adopts the changes as proposed in the NPA.

345. In Section 9B.17 Bicycle Warning Sign (W11-1) (referred to as Section 9B.17 Bicycle Crossing Warning Sign (W11-1) in the NPA), the FHWA received one comment from the NCUTCD in support of the changes to

the section, and two comments from traffic engineering consultants suggesting additional changes. The commenters stated that the sign has other uses besides warning of a crossing. The FHWA agrees that this clarifies the use of these signs and changes the title of the section as well as the sign name and deletes the word "Crossing."

346. In Section 9B.18 Other Bicycle Warning Signs, the FHWA received three comments suggesting that the Narrow Bridge symbol sign be kept in the MUTCD. (See the discussion regarding Part 2 where FHWA eliminates the Narrow Bridge symbol sign.) Accordingly, the FHWA adopts the changes to this section as proposed in the NPA.

347. In Section 9B.19 Bicycle Route Guide Signs (D11-1), the FHWA received several comments from the NCUTCD and private citizens supporting the figures and GUIDANCE changes as proposed in the NPA. Several commenters suggested editorial changes to the figures, which the FHWA incorporates in this final rule. One traffic engineering consultant suggested further revisions to clarify the use of stop and yield signs on paths in conjunction with crosswalk markings. The FHWA believes that this suggestion goes beyond the scope of this rulemaking and would need to be addressed in a future rulemaking.

348. In Section 9B.20 Bicycle Route Signs (M1-8, M1-9) (titled Bicycle Route Markers in the NPA), the FHWA changes "drivers" to "motorists" in response to an editorial comment. The FHWA received three comments from private citizens stating that the bike route signs shown in the MUTCD need improvement to meet the needs of bicyclists who commute in an urban environment, and to clearly show compass directions and route designations. This suggestion goes beyond the scope of this rulemaking. The FHWA adopts the text as described in the NPA.

349. In Section 9C.01 Functions of Markings, the FHWA modifies the SUPPORT statement to remove the first sentence because it only refers to roadways with a designated bicycle lane and is not broad enough to describe markings used for all types of bicycle facilities. There were two comments from NCUTCD and the City of Tucson, Arizona, supporting this change.

350. In Section 9C.02 General Principles, the FHWA adds a new STANDARD statement after the second GUIDANCE statement. This new STANDARD statement referring to the colors, widths of lines, and patterns of lines, and symbols used for bicycle

markings is being moved from Section 9C.03 Marking Patterns and Colors on Shared-Use Paths to Section 9C.02 because this text is applicable to all bicycle facilities, not just shared-use paths, and is more appropriate in this section than Section 9C.03. The FHWA received two comments from NCUTCD and the City of Tucson, Arizona, in support of this change. One traffic engineering consultant stated that the portion of the second GUIDANCE statement that refers to selecting pavement marking materials that minimize the loss of traction for bicycles under wet conditions should be a STANDARD. The FHWA disagrees and believes GUIDANCE is strong enough for this sentence because the traction characteristics of marking materials are not always known. The FHWA adopts this section, with minor editorial changes to Figure 9C-4.

351. In Section 9C.03 Marking Patterns and Colors on Shared-Use Paths, the FHWA moves the STANDARD statement to Section 9C.02 General Principles because this text is applicable to all bicycle facilities, not just shared-use paths and is more appropriate in that section than Section 9C.03. Two commenters from NCUTCD and the City of Tucson, Arizona, were in general support of the changes made to this section.

Additionally, the FHWA removes the SUPPORT statement because it discourages the use of centerlines. There were no specific comments regarding this change.

The FHWA adds to the GUIDANCE statement additional information on the marking of obstructions in a path.

The FHWA moves to the OPTION statement the second item of the OPTION statement currently in Section 9C.05 Bicycle Detector Symbol because letter, symbol, and arrow sizes to be used on shared-use paths represent markings rather than markers. The FHWA received comments in support of this change, thus the FHWA adopts this change as proposed in the NPA.

Finally, the FHWA moves the contents of existing Section 9C.06 in its entirety to Section 9C.03 because this information is more applicable in Section 9C.03 as it clarifies the design and placement of marking patterns and object markers on shared-use paths. Several commenters supported this change.

352. In Section 9C.04 Markings For Bicycle Lanes, the FHWA revises the first sentence of the STANDARD statement to remove the specific distance of "not closer than 20 m (65 ft) from the crossroad" from the requirement for placing bicycle lane