

NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES

Individual Response Form

Sponsoring Organization: ITE

Name of person responding (Print) Monica M. Suter

Employer (Agency or Company): City of Santa Ana

City/State: Santa Ana Date Completed: 4/8/09

Indicate whether you fully concur, concur in part or do not concur with the technical committee recommendation by checking the appropriate box next to the recommendation.

If you concur in part or do not concur, indicate the reasons on the attached form. Copy the form and use a separate form for each comment. Make sure you indicate the recommendation number on each comment form.

Send all forms back to Sponsoring Organization

<u>Recommendation Number</u>	<u>Concur</u>	<u>Concur in Part</u>	<u>Do Not Concur</u>
RWS No. 1	X		
RWS No. 2		X	
RWS No. 3	X		
RWS No. 4		X	
RWS No. 5	X		
RWS No. 6			X
RWS No. 7		X	
RRLRT No. 1		X	

NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES

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Copy this form and use separate form for each Recommendation Number

Reasons for Partial or Non-Concurrence

Sponsoring
Organization: _____ ITE _____

Name of Responder _____ Monica M. Suter _____

Recommendation Number _____ RWS No. 2 _____

Reasons for X Partial or _____ Non-Concurrence (attach sheet if necessary):

Essentially, I am ok either way, with or without the starburst. However, the starburst does seem to add emphasis to this sign so that it does not just look like all other advisory plaques look—instead it stands out a bit more, which it seems was the intent of the starburst. If studies show it is useful to have the starburst for emphasis, then they could be retained.

However, this leads to a question, what constitutes “New,” within 6 months, 3 months, a year, or up to the transportation professional? That may be a bigger challenge because I have seen flags added for emphasis for previously “new” or changed installations. Then, the Council liked the flags so much that they are still there 12 years later. What will preclude engineers from using “new” signs for emphasis intended for short-term, that end-up being long-term and having an unintended meaning for a sign? To avoid this potential issue, perhaps guidance and/or support language discouraging over-use of these signs and clarifying what new means should be added.

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Recommendation Number _____ **RWS No. 4** _____

Reasons for X Partial or _____ Non-Concurrence (attach sheet if necessary):

In our City, we have used a ratio of 1:1 question for many years related to considering if our volumes are approximately equal. This ratio is based on 24-hour traffic volumes for the major:minor street approaches which has some merit. The 40% language appears to have basis also but focuses more on just 8 of the 24 hours which also has merit, although drivers will have the additional stop signs 24-7 and not just for 8 hours of the day. Either way, the proposed deletion of the “approximately equal” language isn’t needed because the first statement is not in conflict with the more specific wording with or without the 40% clarification added.

My recommendation would be to keep both phrases which leaves a bit of latitude for engineering judgment regarding this 2B.07 guidance section. However, a numerical percentage value isn’t needed since this is only guidance to begin with and a multi-way stop sign could be (or not be) installed with or without meeting the guidance offered. The 1:1 ratios over 24 hours have served our agency well where we use our engineering judgment. For example, if the ratio isn’t as close to a 1:1 as we would like but other factors would lead to recommending a multi-way stop, then, we consider to what extent we think a less than 1:1 ratio will create a compliance (or excessive delay) issue. We look at the approximately equal aspect (as a whole) to base our recommendation to install or not install the multi-way stop when other guidance is first met and not conversely.

If retained, the 40% wording should be separated from other parts of the criteria in another line and not mixed into other aspects—that actually creates a larger change than perhaps was intended.

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Reasons for Partial or Non-Concurrence

Sponsoring

Organization: ITE

Name of Responder Monica M. Suter

Recommendation Number RWS No. 6

Reasons for Partial or X Non-Concurrence (attach sheet if necessary):

A challenge currently exists in practice regarding knowing when to use or not use the existing school bus ahead warning signs. This is because our State's CA Highway Patrol (CHP) and the school districts determine where school bus stops are placed or changed to. As a result, in a larger agency, for example, we have four different school districts and several schools. This means, we could easily miss a location or not be aware of a change recently implemented by others because there is not a mechanism to inform local agencies regarding these independent decisions made by the CHP/school districts. As a result, any wording on this should probably be lowered to "may" instead of "should" given the lack of control we have regarding school bus stop locations for local agencies.

Further, a set amount of 500' might not be enough length for higher speed roads and may be too much length for slower speed roads depending upon stopping sight distance and prevailing speeds of each roadway. So, that parameter is also too specific.

Regarding the proposal to use a regulatory signs to WARN of a situation not readily apparent doesn't seem to match the purpose of warning signs. To warn of something ahead is typically most effectively done through yellow warning signs rather than regulatory signs. So, I am not clear why this would be more effective. And, the sign has a lot of words rather than being more of a symbol sign—which is against the general direction the MUTCD is supposed to be headed. School buses with red flashing lights in front of tall yellow school buses in the roadway are more visible than any sign will be and should suffice.

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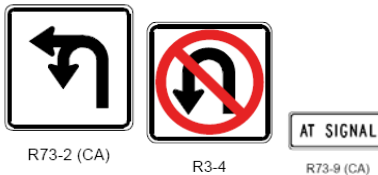
Reasons for Partial or Non-Concurrence

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Name of Responder _____ Monica M. Suter _____

Recommendation Number _____ RWS No. 7 _____

Reasons for X Partial or _____ Non-Concurrence (attach sheet if necessary):



The R73-2 (CA) and R3-4 signs shown here have been used for some time in California to provide “positive” and prohibitive signage for left-turning movements. The R73-2 (CA) sign could be modified to only include the U-turning part of the apparent widely understood symbol sign or the federal R3-4 sign could be used but without the red circle and slash. Presumably, if drivers understand what not to do with the R3-4 sign, they probably are clear what the symbol underneath means. So, rather than create a sign with more words, and where the “U” looks like an upside-down u-turning maneuver, why not stay with what already works and has fewer words? Then, the wording of the existing R73-9 (CA) sign could be used below the U-turning graphical symbol in R3-4 (without the red). This matches FHWA’s intent to transition toward having more symbol signs with fewer, rather than more, words.

Readily understood symbols can quickly communicate to drivers what they can or cannot do and where known symbols exist, why not use them for new signs, rather than creating new signs.

Also, there was some confusion in NCUTCD-STC discussions as to whether the “U” in the proposed word sign is intended as a maneuvering symbol (that is upside down) or as a word/letter. A really good sign, shouldn’t create confusion.

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Reasons for Partial or Non-Concurrence

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Name of Responder _____ Monica M. Suter _____

Recommendation Number _____ **RRLRT No. 1** _____

Reasons for _____ Partial or X Non-Concurrence (attach sheet if necessary):

The enhancement value of edge-lines at railroad crossings is probably a good idea although it will lead to some minor additional cost for agencies that can hopefully be absorbed. So, an alternative way to approach this aspect may be to say something like, “where additional clarification of at-grade railroad crossings locations may be needed, edge lines may be installed to delineate...” It appears to be an intuitively good thing to do to better clarify at-grade crossings though a “may” would probably be the more appropriate place to start with this.

Regarding the arrow markings, I wasn’t able to find the figure referenced to more clearly see what is intended. Without this information, it is unknown if what is proposed is reasonable. Either way, there may be cases where based on odd geometry, an engineer may need to use those pavement legends/arrows in a manner that would conflict with the wording proposed. So, I am a bit concerned with overly specific design criteria for this aspect given that the MUTCD doesn’t cover many other design aspects that perhaps it should (?) once we “go there.”

An alternative might be to provide some support language discouraging the use of arrow markings in locations referenced without such specific shall and should guidance statements.

From: [Suter, Monica](#)
To: [Natalia Vlasov](#);
cc: [Lisa Fontana Tierney](#);
Subject: RE: Sponsor Comments
Date: Monday, April 20, 2009 3:22:02 PM

Hi Natalia—

Yes. That is a tricky one because it has multiple parts and I was missing information. So, I Concur in part and Don't Concur depending upon which subset of the portion. So, I guess for the edge-lines, I concur in part, for the pavement legends, given the lack of additional information, I do not concur.....

So, you can attach this email perhaps for clarification and have my ok to mark and X in both boxes with this email for clarification. Or, if it is better if I rewrite it and re-PDF, accordingly, I can do that too. Essentially, I will have an X in two boxes and then will have to clarify which goes with what!

Let me know! (I was out of the office on Friday, so, I only saw this email this morning.)

Thx--Monica

From: Natalia Vlasov [mailto:nvlasov@ite.org]
Sent: Friday, April 17, 2009 6:39 AM
To: Suter, Monica
Cc: Lisa Fontana Tierney
Subject: RE: Sponsor Comments

Hello Monica,

I would like to clarify your selection for one of the recommendations entitled RRLRT No.1. In accordance with the table on page 1 of the attachment, you *concurred in part* with the recommendation; however, on the response form, you indicated your reasons for *non-concurrence*. I would appreciate it if you could clarify your selection for this recommendation at your earliest convenience.

Thank you and have a happy Friday!

Sincerely,
Natalia Vlasov
Administrative Assistant
Institute of Transportation Engineers
1099 14th Street, N.W., Suite 300 West