

**Comments on Docket No. FHWA-2020-0001 National Standards for Traffic Control Devices;
the *Manual on Uniform Traffic Control Devices for Streets and Highways*; Revision**

Federal Register Item Numbers: 587

NPA MUTCD Section Numbers: 9B.01

Section 9B.01 Summary: Recommend revision to Standard statement to note use of STOP or YIELD sign where bicyclists are required to STOP or YIELD. Current common practice is to always place a STOP sign on the path approach to a roadway crossing regardless of appropriate designation of right-of-way priority. This leads to disregard for a STOP sign where bicyclists really do need to STOP before entering the roadway.

Also recommend addition of an Option statement to use a STOP or YIELD sign for a separated bicycle lane or shared-use path movement at a signalized intersection if that movement does not conflict with any motor vehicle movement. A common instance of this is at the top of T-intersection where bicyclists continuing straight across the top of a “T” do not conflict with motor vehicle movements. A traffic signal for this bicyclist movement can result in low compliance. The option to install a STOP or YIELD sign in place of a bicycle signal for this movement would improve the understanding of right-of-way at these locations. This Option is consistent with provisions in Section 2B.06.

Section 9B.01 STOP and YIELD Signs (R1-1, R1-2)

Standard:

STOP (R1-1) signs shall be installed on ~~shared-use paths, separated bikeways, or other~~ bicycle facilities at points where bicyclists are always required to stop.

YIELD (R1-2) signs shall be installed on ~~shared-use paths, separated bikeways, or other~~ bicycle facilities at points where bicyclists have an adequate view of conflicting traffic as they approach the sign, and where bicyclists are always required to yield the right-of-way to that conflicting traffic.

A STOP sign or a YIELD sign shall not be installed in conjunction with a bicycle signal face (see Chapter 4H)

Option:

A 30 x 30-inch STOP sign or a 36 x 36 x 36-inch YIELD sign may be used on shared-use paths for added emphasis.

If a separated bicycle lane or shared-use path is located within or adjacent to an area controlled by a traffic control signal and an engineering study or engineering judgement determines that traffic signal control is not required, a STOP sign or YIELD sign may be used on the bicycle facility approach to the signalized intersection.

Guidance:

Where conditions require path users or bicyclists on separated bikeways, but not roadway users, to stop or yield, the STOP or YIELD sign should be placed or shielded so that it is not readily visible to road users.

When placement of STOP or YIELD signs is considered, priority at a shared-use path/roadway intersection should be assigned with consideration of the following:

- A. Relative speeds of shared-use path and roadway users,*
- B. Relative volumes of shared-use path and roadway traffic, and*
- C. Relative importance of shared-use path and roadway.*

Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path crossing a low-volume street, or to a regional shared-use path crossing a minor collector street.

When priority is assigned, the least restrictive control that is appropriate should be placed on the lower priority approaches. STOP signs should not be used where YIELD signs would be acceptable.