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NPA-MUTCD RECOMMENDATION DOCKET OPERATIONS

SECTION 6F.17

RECOMMENDATION:

That the Standard for the duration of the red clearance interval be reduced to Guidance.

DISCUSSION:

This Standard applies to only one reference; the ITE "Guidelines for Determining Traffic Signal Change and Clearance Intervals". This document, by its own title, is only Guidance and throughout the document recommends the use of Engineering Judgment and Engineering Study. Also, this document is incomplete since it has no calculations or discussions on Conflicting Vehicular Movement Start-UP Delay, which should be deducted from the red clearance interval; even though that information is readily available from other known studies and manuals.

NPA-MUTCD RECOMMENDATION

SECTION 2B.21

RECOMMENDATION:

That the ***original MUTCD wording*** shown on new proposed lines 19 and 20 be reinstated. (When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile of free flowing traffic).

That the wording on new proposed lines 21 and 23 be deleted.

DISCUSSION:

Research has shown that drivers operating within the 85th percentile speed are doing so with a reasonable standard of care. To impose an unreasonable speed limit will create a speed trap for motorists, which may lead to a revenue source for corrupt agencies. Also, enforcing an arbitrary speed limit will be impossibility for the local policing agency when almost all drivers are violating this arbitrary speed limit. 85 percent of the motorists are not dumb ignorant cattle.

NPA-MUTCD RECOMMENDATIONS

SECTION 2B.40, 2B.50, AND FIGURE 2B-18

RECOMMENDATION:

That the Standard to provide ONE WAY and / or KEEP RIGHT signs at urban roadway intersections **be reduced to guidance** when there is a narrow yellow painted median nose island adjacent to a left turn pocket; the width of which, may vary between 1 foot with one double yellow line to up to 6 feet with two separated yellow lines.

DISCUSSION:

At urban intersections with a narrow yellow painted median island nose (6 feet or less) next to the left turn pocket, it is obvious to motorists that they need to keep the right of the yellow pavement markings when making when making left or right turns from the cross street or high volume driveways. Addressing Section 2B.40, narrow yellow painted median nose islands noses cannot provide sufficient clearance to protect any KEEP RIGHT signing, resulting in constant and dangerous maintenance issues. Addressing Section 2B.50, unnecessary and somewhat confusing ONE WAY signing violates Section 2A.19 - Excessive Use of Signs (sign clutter). Also, addressing Figure 2B-18, there needs to be a note exempting these narrow painted medians from the Standards.

In Southern California, most urban agencies (Cities and Counties) do not provide KEEP RIGHT or ONE WAY signing at many or most their intersections when they have narrow painted yellow median islands, even if there may be unpaved flush or raised sections within the yellow painted median. Studies of collisions or confusion at these urban intersections and at high volume urban driveway access', showed that there is no problems with drivers understanding that they need to keep right of the painted median. Also, this is an impossible situation where there are midblock or intersectional approaches to intersections or driveways that are utilizing two-way left turn medians.