**Logo

Description automatically generated**

**MUTCD Comments to submit**

**Flashing Yellow Arrows/Permissable Left Turns:** Guidance should include an override of the system by transportation agencies so when a pedestrian pushes the cross button, the FYA does not turn on through the cycle for pedestrian safety. Otherwise, motorists receive a Permissable Left Turn while pedestrians are in crosswalk.

**Speed limits** (Page 76 2B.21): Guidance in the MUTCD continues to identify the 85th percentile as the primary mode to determine road speeds. We recommend a safety approach and no longer guide DOTs to defer to the 85th percentile but rather use tools that incorporate context and street character, desired speed, crash data and 50th percentile/median speed. **We recommend removing all reference of the 85th percentile and insert USLIMTS2 or another comprehensive speed management tool into the document.**

**Contraflow/Counterflow Bicycle Lanes** (Page 774 9E.08): No research exists to demonstrate parking between the bike lane and the curb reduce safety. Change Standard to a Guidance and provide guidance on modified pavement markings.

**Aesthetic Treatment of Crosswalks** (Page 390 3H.03): Artistic elements of colored pavement will not degrade from white crosswalk lines, especially on slower speed roads found in residential neighborhoods, urban areas, or school zones. Remove reference to the right of way being for only highway related functions. Change all Standards to Guidance to address safety concerns. Remove references to pedestrians loitering in crosswalk.

**Colored pavement for intersections** (Page 389 3H.01): Colored pavement within an intersection for aesthetic purposes must be allowed.

**Warrants to install a traffic control signal** (Part 4, 4C-5): In order to warrant installing a pedestrian control signal, the Standard requires a minimum of 107 pedestrians per hour (PPH). This Standard should be removed and guidance should be that of the local street context and street character. Additionally, the Standard that no traffic control signal will be installed fewer than 300 feet to the nearest traffic control signal or STOP sign should be removed.