

The “Planning and Management” section includes chapters on information and decision support systems, intelligent transportation systems, safety management systems, and multidisciplinary safety teams.

Tools for action

The Iowa SMS toolbox identifies actions that could be considered for implementation over the next

10–20 years, as well as some specific implementation steps that could be completed sooner. The types of strategies presented in the toolbox include the following:

- law, policy, and enforcement changes
- education and public awareness to impact driver behavior
- roadway design changes

systemwide or in high-crash-incident locations/segments

- technology applied to assist drivers or enhance roadways
- emergency and medical service availability and delivery
- data collection and analysis
- planning and management

The Iowa SMS toolbox challenges Iowa’s extended

highway safety community to continue current effective programs, extend successful local initiatives statewide, and implement promising new initiatives. The document also encourages highway safety practitioners and advocates to develop partnerships among state and local governments, community groups, and the media to achieve a safer transportation system.

For more information

For more information about Iowa SMS or the toolbox, contact Mary Stahlhut, Iowa SMS coordinator, 515-239-1169, mary.stahlhut@dot.state.ia.us.

A summary of the toolbox, *Highway Safety Strategies for Iowa*, is available from Iowa SMS or at its website, www.IowaSMS.org. •

“Change is the only constant” — —

JUST AS MANY of us are becoming somewhat familiar with the new millennium edition of the MUTCD, the FHWA has released an extensive list of proposed revisions for comment. Most of the suggested revisions are not significant; they simply correct minor errors, improve clarity, and add consistency.

But some proposed revisions, if implemented, could have impacts on state and local agency budgets.

The Notice of Proposed Amendments for MUTCD Revision 2 was posted May 21, 2002, on the Federal Register under Docket No. FHWA-2001-11159. We suggest that Iowa agencies review Revision No. 2 closely and, if appropriate, comment on the proposed changes and additions.

The notice and suggested revisions can be found on the FHWA’s MUTCD website, <http://mutcd.fhwa.dot.gov>. Comments are due on or before August 19, 2002, and can be submitted electronically through the same website.

To help you navigate the 297 pages of Revision No. 2, the following article highlights several suggested revisions that could affect your agency. The list is not complete but will help you get a good start on your review.

Highlights of proposed revisions to the MUTCD

Introduction

The Introduction will include an *expanded* list of special compliance dates.

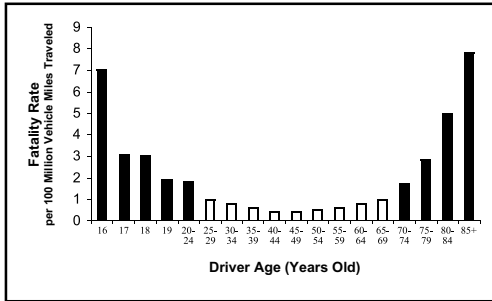
Part 1, General Provisions

- Section 1A.12 adds a new color (coral).
- Section 1A.13 includes several new definitions.

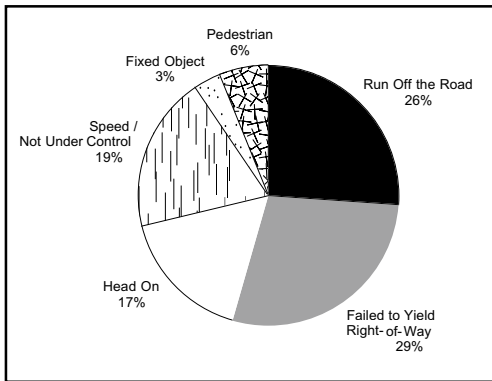
Part 2, Signs

Over 365 suggested revisions are listed for Part 2.

- Tables listing sign sizes are revised and expanded.
- Several new warning signs are added.
- Table 2C-4, Guidelines for Advance Placement of Warning Signs, is revised and expanded to comply with the 2001 AASHTO geometric design handbook.



National driver fatality rates by age form a classic “bathtub graph,” with the highest fatality rates experienced by the youngest and oldest drivers. 1996 data from the National Highway Traffic Safety Administration.



Data from the Iowa DOT Office of Traffic and Safety, such as this chart of the causes of Iowa crash fatalities (2000 crash data), can be helpful when considering potential highway safety strategies.

— — Extensive revisions to the MUTCD are proposed

- Section 2D.04 includes a prohibition for reducing spacing between letters or words on a sign to reduce sign size.
- Section 2D.38 includes guidance for increasing the size of overhead street name signs.
- Section 2D.39 (proposed new section) addresses advance street name signs.

Part 3, Markings

About 86 suggested revisions are listed for Part 3.

- Section 3B.16 significantly changes the use of “Stop” and “Yield” lines.
- Section 3B.17 significantly changes the use of crosswalk markings.

Part 4, Highway Traffic Signals

- Section 4A.02 adds several new definitions.
- Chapter 4C revises some traffic signal warrants.
- Section 4E.07 (proposed new section) addresses countdown pedestrian signals.
- Section 4F.04 (proposed new section) describes emergency beacons.
- Section 4L.03 (proposed new section) covers in-roadway lights at highway-rail crossings.

Part 5, Traffic Control Devices for Low Volume Roads

The most significant revisions reduce permissible sizes for several warning signs.

Part 6, Temporary Traffic Control

Some of the 250 changes and additions recommended for Part 6, could impact agency budgets. Many suggested revisions focus on incident management traffic control; accommodating pedestrians with disabilities, including the use of devices detectable by visually impaired people; and new standards and guidance for flagger stations. Several new sections are also added.

- Section 6D.01 should be reviewed closely for changes in accommodations for pedestrians with disabilities.
- Section 6D.02 addresses worker apparel and recommends compliance with the American National Standard for High-Visibility Safety Apparel from the American National Standards Institute (ANSI) and the International Safety Equipment Association (ISEA). This section also recommends that agencies designate a “competent person” to develop work zone safety plans and select proper apparel.

- Section 6E.02 includes similar but more stringent language regarding flagger apparel; flaggers are required to wear specific ISEA/ANSI approved garments.
- Table 6E-1, Distance of Flagger Station in Advance of the Work Space, is revised and expanded and has a new title.
- Section 6F.03 revises warning sign placement to comply with ADA guidelines and crashworthy features. Fluorescent coral is allowed as a sign color for incident management temporary traffic control.
- Sections 6F.55-Channelizing Devices, 6F.56-Cones, and 6F.59-Drums contain requirements for continuous detectability by persons using long canes.
- Section 6F.63 (proposed new section) covers longitudinal channelizing barricades.

Some proposed revisions, if implemented, could have impacts on state and local agency budgets. Comments are due by August 19, 2002.

- Section 6F.64 (proposed new section) discusses other channelizing devices.
- Section 6G.19 (proposed new section) describes temporary traffic control at night.
- Chapter 6H revises almost all of the typical applications, particularly those dealing with pedestrians with disabilities, TA-28 and TA-29.
- Chapter 6I (proposed new chapter) discusses traffic control through incident management areas.

Part 7, Traffic Controls for School Areas

- Table 7B-1, Size of School Area Signs and Plaques, revises and expands sizes of school signs/plaques.
- Section 7E.04 requires adult and student crossing guards to wear ISEA/ANSI compliant apparel.

Part 8, Traffic Controls for Highway-Rail Grade Crossings

Part 8 revises and expands definitions relating to highway-rail crossings.

- A new “Crossbuck Shield” sign, R15-9, is added.
- Section 8B.10 (proposed new section) describes use of “Stop Here on Red” sign.

Part 9, Traffic Controls for Bicycle Facilities

- Table 9B-1, Sign Sizes for Shared Use Paths, is retitled, revised, and expanded.
- Section 9C.05 (new proposed section) addresses a bicycle detector symbol. •