Does Your Local Shopping Center Need Traffic Control Devices?

2016 Western District Annual Meeting, Albuquerque, MN
History of the Federal Rule Making

Recent National Committee Work

How might you apply this in your work

The Shopping Center Example
Stop Sign/Yield/Crosswalk
Green Stop Sign
The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). For the purpose of MUTCD applicability, open to public travel includes toll roads and roads within shopping centers, parking lot areas, airports, sports arenas, and other similar business and/or recreation facilities that are privately owned but where the public is allowed to travel without access restrictions.

Military bases and other gated properties where access is restricted and private highway-rail grade crossings are not included in this definition.

Effective January 16, 2007

Federal Rule Making 23 CFR 655.603(a)
The MUTCD approved by the Federal Highway Administrator is the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). For the purpose of MUTCD applicability, except for gated toll roads, roads within private gated properties where access is restricted at all times are not included in this definition. Parking areas, driving aisles within parking areas, and private highway-rail grade crossings are also not included in this definition.
Differences from Public Roadways

- Lack of right-of-way defining limits of the “highway”
- Low-speed travel
- No posted or statutory speed limit
- High volumes of pedestrians
- No applicable law enforcement for failure to comply with traffic control devices
- Individual property rights

First a name: SITE ROADWAYS OPEN TO PUBLIC TRAVEL
Guiding Principles

- Uniformity and Consistency of Traffic Control Devices
- Safety
- Convenience
- Efficiency

Public
- Funding
- Enforcement
- Liability

Standard Of Care

Private
- Approvals
- Permitting
- Liability

Lack of recognition
Distractions
Confusion
If it looks and quacks like a duck, it's a duck.

Let's not and say we did.

If you build it, the MUTCD will come.

Simplifying Premises
Site Roadways Open to Public Travel
Allowed sign sizes to be reduced 6 inches under lower speed conditions

<table>
<thead>
<tr>
<th></th>
<th>Circulation Roadway</th>
<th>Parking Aisle</th>
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<tbody>
<tr>
<td></td>
<td>85th Percentile</td>
<td>Mean</td>
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<tr>
<td>Discount Wholesale</td>
<td>19</td>
<td>16.3</td>
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<tr>
<td>Shopping Center</td>
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<tr>
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<td>Discount Wholesale</td>
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<tr>
<td>Supermarket</td>
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Allowing multi-way stop under engineering judgement

Allowing one-way signs to be omitted where pavement arrows are used related to driving aisles.

Allowing stop pavement messages to be used with or without a stop sign and permitting reduced size pavement words/arrows for less than 25 mph SROPT

Provides reduced advanced placement distances for warning signs at 20 mph or less (115 feet).
The Good the Bad and the Ugly

- Allows for modification of guide signs based upon engineering judgement considering speed, traffic characteristics and other site specific consideration

- How to mark chain or cables used to restrict access (Type 1 marker or reflective sign)

- Reducing the minimum taper length to less than 100 feet for speeds less than 25 mph
Shopping Centers
Building Frontage Roads

BFR where traffic control devices may not be needed

BFR where traffic control devices may be needed
Shopping Center
Questions

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