ADMINISTRATIVE INFORMATION: This Office of Traffic Safety & Mobility Instruction (TSMI) is effective immediately. It supersedes TED 05-002.

PURPOSE: This TSMI is intended to provide general direction in terms of guidelines and responsibility for the installation, operation and maintenance of In-Street and Overhead Pedestrian Crossing signs on State highways.

BACKGROUND: In-Street and Overhead Pedestrian Crossing signs are found in Section 2B.12 of the National Manual on Uniform Traffic Control Devices (MUTCD) and the New York State Supplement. The sign is used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk.

New York implemented one of the first in-street pedestrian sign programs in the country in 1996. Eventually, an In-Street Pedestrian sign was developed for the 2003 MUTCD.

Section 1154 of the New York State Vehicle & Traffic Law requires motorists to YIELD to pedestrians in a crosswalk (eastern rule) while other states specifically require a STOP (western rule) by motorists. As a result, the MUTCD includes versions of the In-Street and Overhead Pedestrian signs that feature the YIELD and STOP symbols. Consequently, the New York State Supplement restricts the use of the R1-6a or R1-9a signs which utilize the STOP symbol.

TECHNICAL INFORMATION: Information regarding In-Street and Overhead Pedestrian (R1-6 and R1-9) signs can be found in the MUTCD and the New York State Supplement. The following combines guidance from a variety of sources such as the MUTCD, the State Supplement, the V&T Law, and internal policy (TED 05-02) to provide a condensed version of the laws, regulations, and policies concerning the use of In-Street and Overhead Pedestrian Signs (R1-6 and R1-9) on state highways.

The Use of In-Street and Overhead Pedestrian Signs (R1-6 and R1-9) on State Highways in New York

MUTCD & State Supplement Provisions:

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)

Option:
01 The In-Street Pedestrian Crossing (R1-6) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk.

02 Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.
SUBJECT: IN-STREET AND OVERHEAD PEDESTRIAN CROSSING SIGNS

Standard:
03 If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:
06 If an island (see Chapter 3) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:
07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:
08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.

09 Deleted: Applies only to R1-6a and R1-9a signs

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:
12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:
13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:
14 The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To Pedestrians signs may be used together at the same crosswalk.
The MUTCD website has a Frequently Asked Question (FAQ) section and one of the questions deals with the placement of the R1-5 and R1-6 signs. The following provides additional clarification.

Q: Can a R1-5 YIELD HERE TO PEDESTRIANS sign be placed at a pedestrian crosswalk under the Pedestrian Crossing W11-2 warning sign?

A: No, the R1-5 YIELD HERE TO PEDESTRIANS sign is for application with an advance yield line in advance of an unsignalized midblock crosswalk, to decrease the sight obstruction caused by vehicles in adjacent lanes. The R1-5 sign is not for use at the midblock crosswalk itself. The W11-2 Pedestrian Crossing warning sign with downward sloping arrow plaque (W16-7P) used at the crosswalk is a supplement to the advance placement of the Pedestrian Crossing warning sign. An R1-6 In-Street Pedestrian Crossing sign may be installed in the roadway on centerline of the road at such a crosswalk, whether it is at an intersection or midblock, but the R1-6 sign cannot be installed out of the street at the roadside.

In addition to the information provided in Section 2B.12 of the MUTCD and State Supplement, the following Office of Traffic Safety & Mobility Departmental policies also apply:

**Office of Traffic Safety & Mobility Policy:**

**General**

1. The legend STATE LAW shall be displayed at the top of the R1-6 and R1-9 signs.

2. On State highways, the purchase, deployment, removal and maintenance of the R1-6 sign shall be the responsibility of the municipality. Permission to install and maintain the device shall be authorized through a Highway Work Permit. A permit is valid for five years and is renewable.

3. If the Office of Traffic Safety & Mobility recommends the installation of an Overhead Pedestrian sign (R1-9), then the installation and maintenance shall be the responsibility of the Department.

4. The Department may purchase R1-6 signs for its own use. In addition, it may also temporarily loan a R1-6 sign to a municipality. If such a loan occurs, a signed release (see Appendix) shall be completed. In the event that an In-Street Pedestrian Crossing Sign is involved in an accident that results in bodily and/or personal injury, the release is used to indemnify and hold the State/Department harmless.

**Material**

1. The design detail for the R1-6 sign shall conform to the specifications found in the Standard Highway Sign book. See Appendix.

2. The R1-6 sign shall be made of a flexible reflectorized material using ASTM Type III or higher retroreflective sheeting.

3. The base of the R1-6 sign shall not exceed a width of more than 18".

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Location

1. The sign should be removable for seasonal (snow removal) or other maintenance purposes. If the device is attached to the pavement, it should be done using a removable sleeve, lag screws, epoxy, etc. Signs should not be displayed between November 15th and April 1st in Downstate Regions (8, 10 & 11) and November 1st and April 15th in Upstate Regions (1, 2, 3, 4, 5, 6, 7 & 9).

2. The device should not be placed on highways with a speed limit greater than 30 MPH. The sign may be used in work zones provided that the work zone speed limit shall not exceed 30 MPH.

3. If used on a one way street, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on a lane line or on a median island.

4. Where used, the STATE LAW YIELD TO PED IN CROSSWALK (NYR9-7) sign should be placed on the right side of the roadway in advance of the crosswalk. It may also be placed on the left side of one-way roadways.

SUMMARY: New York implemented one of the first in-street pedestrian sign programs in the country in 1996 and has been a leader in advocating its use. Studies have shown that where the sign is used, compliance rates for yielding or stopping for pedestrians are significantly higher than at unsigned locations. While not a complete panacea, the device offers another tool for improving pedestrian safety.

Over the years, the design and look of the sign has changed with the eventual adoption of the sign in the 2003 MUTCD. In addition to the guidance provided in the MUTCD, the Department has developed and applied criteria for determining the applicability of In-Street Pedestrian Crossing signs. Together with the National guidance, users of the devices have sufficient information in terms of guidelines and responsibility for the installation, operation and maintenance of In-Street and Overhead Pedestrian Crossing signs on State highways.

REFERENCES:
Manual on Uniform Traffic Control Devices (MUTCD) - 2009 edition
http://mutcd.fhwa.dot.gov/

17 NYCRR Chapter V (New York Supplement), March 2011

TED 05-002, Supplementary Pedestrian Crossing Channelization Devices & In-Street Pedestrian Crossing Signs
http://axim22.nysdot.private:7779/portal/page?_pageid=39,401034,39_3875804&_dad=portal&_schema=PORTAL

Supplementary Pedestrian Crossing Channelization Devices – Final Guidelines, memorandum by T.C. Werner, Traffic/Planning Division, December 2, 1996

CONTACT: Direct questions regarding this issuance to the Office of Traffic Safety & Mobility, Operations Bureau at (518) 457-1793.
APPENDIX

STATE LAW

YIELD

TO

WITHIN CROSSWALK

R1-6
IN-STREET PEDESTRIAN CROSSING

COLORS:

LEGEND — BLACK
BACKGROUND — FLUORESCENT YELLOW-GREEN, OR YELLOW (RETROREFLECTIVE)
YIELD SYMBOL — RED (RETROREFLECTIVE) ON WHITE (RETROREFLECTIVE)
PED SYMBOL — BLACK ON WHITE (RETROREFLECTIVE)

*Legend is optional.
**Series 2000 Standard Alphabets.
***Insert R1-2 and size to fit.
****See 6-10 for design detail.
APPENDIX – continued

Overhead Pedestrian Crossing Sign

US Route 11 @ Webster Street
Malone, NY

Photo Courtesy of Josy Delaney of the Malone Complete Streets Advisory Board

YMCA crosswalk

Complete Streets: Improving Safety & Access for All
AGREEMENT

The (City, Town, or Village) of ____________ agrees to indemnify and hold harmless the State of New York, its servants, agents and employees (including the Department of Transportation and its Commissioner) against all claims, suits, actions, damages and costs of every name and description resulting from the use of an In-Street Pedestrian Crossing Sign distributed by the Department of Transportation.

Date: ____________  
(Name of NYSDOT)  
Representative  

(Title)

Date: ____________  
(Name of Municipal)  
Representative  

(Title)