

One-rdg. _____
P. Hrngs. _____
Pgs. 5
Filed: 07-05-16

Sponsored by: Fishel

First Reading: _____

Second Reading: _____

COUNCIL BILL NO. 2016-168

GENERAL ORDINANCE NO. _____

AN ORDINANCE

1 AMENDING the Springfield City Code, Chapter 106, Traffic and Vehicles, Article IV, In
2 General Section 106-157, Flashing signals by adding a new subsection (3)
3 pertaining to flashing yellow arrow signals.
4
5

6 BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SPRINGFIELD,
7 MISSOURI, as follows, that:
8

9 NOTE: Language being added is underlined.

10
11 Section 1 – The Springfield City Code, Chapter 106, Traffic and Vehicles, Article
12 IV, In General, Section 106-157, Flashing signals, is hereby amended by adding a new
13 subsection (3) which subsection shall read as follows:
14

15 **Sec. 106-157. Flashing Signals.**

16 (3) Flashing yellow (caution) arrow. When a yellow arrow is illuminated with rapid
17 intermittent flashes, drivers of vehicles may enter the intersection to make the
18 movement indicated by arrow only with caution and must yield to oncoming
19 traffic.
20

21 Section 2 – Savings Clause. Nothing in this ordinance shall be construed to
22 affect any suit or proceeding now pending in any court or any rights acquired or liability
23 incurred nor any cause or cause of action occurred or existing, under any act or
24 ordinance repealed hereby. Nor shall any right or remedy of any character be lost,
25 impaired, or affected by this ordinance.
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27 Section 3 – This ordinance shall be in full force and effect from and after
28 passage.
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30 Passed at meeting: _____
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Mayor

Attest: _____, City Clerk

Filed as Ordinance: _____

Approved as to form: , Assistant City Attorney

Approved for Council action: , City Manager

EXPLANATION TO COUNCIL BILL NO: 2016-168

FILED: 07-05-16

ORIGINATING DEPARTMENT: Public Works

PURPOSE: Amending Chapter 106, Traffic and Vehicles, Article IV, Traffic Control Signs, Signals and Devices, Sections 106-157, for the purpose of addressing the use of and defining the requirements on vehicular traffic facing a flashing yellow arrow signal indication.

BACKGROUND: As specified in Section 106-151, Standards and specifications, "all traffic control signs, signals and devices shall conform to the most recent edition of the Manual on Uniform Traffic Control Devices (MUTCD)." Section 4D.18, Signal Indications for Permissive Only Mode (Yielding) Left-Turn Movements, of the most recent edition of the MUTCD, released in 2009, provides the following standard:

"If a separate left-turn signal face is being operated in a permissive only left-turn mode and a flashing left-turn YELLOW ARROW signal indication is provided, it shall meet the following requirements:

A. It shall be capable of displaying the following signal indications:

- steady left-turn RED ARROW,
- steady left-turn YELLOW ARROW,
- and flashing left-turn YELLOW ARROW.

Only one of the three indications shall be displayed at any given time;

B. During the permissive left-turn movement, a flashing left-turn YELLOW ARROW signal indication shall be displayed..."

Furthermore, Section 4D.20, Signal Indications for Protected/Permissive Mode Left-Turn Movements, of the 2009 MUTCD provides the following standard: "If a separate left-turn signal face is being operated in a protected/permissive left-turn mode and a flashing left-turn YELLOW ARROW signal indication is provided, it shall meet the following requirements:

A. It shall be capable of displaying the following signal indications:

- steady left-turn RED ARROW,
- steady left-turn YELLOW ARROW,
- flashing left-turn YELLOW ARROW, and
- (steady) left-turn GREEN ARROW.

Only one of the four indications shall be displayed at any given time

B. During the permissive left-turn movement, a flashing left-turn YELLOW ARROW signal indication shall be displayed..."

National Cooperative Highway Research Program (NCHRP) Project 3-54, Evaluation of Traffic Signals for Protected/Permissive Left-Turn Control, was initiated in the mid-

1990s. In 2003, the completed NCHRP Report 493 was published with the following key findings:

- The flashing yellow arrow (FYA) was found to be the best overall alternative to the circular green as the permissive signal display for a left-turn movement.
- FYA was found to have a high level of understanding and correct response by left-turn drivers.
- FYA was found to have a lower fail-critical rate than the circular green as drivers who misunderstood the indication were more likely to yield, versus drivers who misunderstood the meaning of the circular green and were more likely to proceed without yielding.
- FYA display in a separate signal face for the left-turn movement offers more versatility in field application and it is capable of being operated in any of the various modes of left turn operation by time of day.

REMARKS: The first FYA left-turn indication in Missouri was introduced in October 2006 as part of a pilot program in St. Louis County by the Missouri Department of Transportation (MoDOT). Following the adoption of the 2009 MUTCD, FYA has been implemented at intersections throughout the state, including four recent installations here in Springfield (Kearney Street and Broadway Avenue; Kearney Street and Mayfair Avenue; Kearney Street and Mulroy Road; and Campbell Avenue and Primrose Street).

An overview of FYA operation and benefits was presented to the Traffic Advisory Board Operations Committee on March 24, 2016 and to the Traffic Advisory Board on April 19, 2016. The committee and board were supportive and recommended that information be provided to educate the public on the FYA implementation. The Public Information Office issued a news release to coincide with the Campbell Avenue and Primrose Street installation on May 18, 2016, and information was sent via email directly to south Campbell business owners and the Parkcrest Neighborhood Association.

This council bill modifies the City Code to address the new standard.

Supports the following Field Guide 2030 goal(s): Chapter 12, Transportation; Major Goal 2, Operations and Maintenance; Objective 2d, The City of Springfield should coordinate operations and maintenance efforts with Greene County, the State of Missouri, rail, and transit to ensure a seamless connection to the regional system.

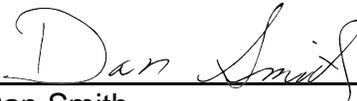
RECOMMENDATION: The Public Works Department recommends approval of the proposed amendments.

Submitted by:



Tom Dancey, Traffic Engineer

Recommended by:



Dan Smith,
Director of Public Works

Approved by:



Greg Burris, City Manager