Cover Letter

(See Paragraph 9 of Section 1A.10)

(Version 1.0—August 2014)

(Note: No request to experiment is denied or rejected based on format or layout.)

Title Page

A Overview/Problem/Background

Provide a statement(s) indicating the nature of the problem.

B Description of the Proposed Change

Provide a description of the proposed change to the traffic control device or application of the traffic control device, how it was developed, and the manner in which it deviates from the standard.

Example: For this experimental device, the shared-lane marking communicates a different operational meaning than the bike lane does. Currently, green-colored pavement is currently for use in bike lanes and extensions thereof. This experiment will investigate the application of green to other bicycle treatments. This experiment will analyze road user comprehension, determine if the *device or application generally performs as intended, and if the device does not cause adverse operational or safety conditions. The use of green in conjunction with the shared-lane marking is provided in the National Association of City Transportation Official's Urban Bikeway Design Guide. This guidance is inconsistent with Chapter 3G in the MUTCD and also with the FHWA's IA-14 Interim Approval dated April 15, 2011, which do not provide for the use of green with the shared-lane marking.*

Provide a description or discussion of how it is expected to be an improvement over existing standards or guidance (which in this case is IA-14).

C Diagrams/Figures/Illustrations

Provide an illustration(s) or diagram(s) that would be helpful to understand the traffic control device or use of the traffic control device. These examples would be from existing practice either nationally or internationally, or both.

Alternatively, information to fulfill Item C could be provided in an Appendix (such as a contract drawing) with little or no direct discussion or description. If provided in an Appendix, provide a brief reference to the reader that this is where this information can be found.

D Development/Previous Practice

Provide any supporting data explaining how the traffic control device was developed, if it has been tried, in what ways it was found to be adequate or inadequate, and how this choice of device or application was derived.

E Patent/Copyright Protection

Provide a legally binding statement certifying that the concept of the traffic control device is not protected by a patent or copyright.

> An example of a traffic control device concept would be countdown pedestrian signals in general. Ordinarily an entire general concept would not be patented or copyrighted, but if it were, it would not be acceptable for experimentation unless the patent or copyright owner signs a waiver of rights acceptable to the FHWA. An example of a patented or copyrighted specific device within the general concept of countdown pedestrian signals would be a manufacturer's design for its specific brand of countdown signal, including the design details of the housing or electronics that are unique to that manufacturer's product. As long as the general concept is not patented or copyrighted, it is acceptable for experimentation to incorporate the use of one or more patented devices of one or several manufacturers.

F Experiment Duration and Location

Provide the proposed time period and location(s) of the experiment.

> Both the proposed time period and location(s) of the experiment are at the discretion of the agency. However, avoid situations where the most interaction with the device would be off-season or simply when the least number of bicyclists would be expected. An example would be where a series of shared-lane markings are deployed adjacent to a university, and the data-collection effort is scheduled for June, July, and/or August.
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> Note that in order to approve requests to experiment on an agency-wide basis, Item G on the next page applies to all locations. This includes requests that would initially provide for a limited number of locations but are expected to expand to additional locations later. In other words, the agency should confirm internally that resources are available to conduct the analysis at all locations when these locations are identified for study.

G Detailed Research or Evaluation Plan

Provide a detailed research or evaluation plan that must provide for close monitoring of the experimentation, especially in the early stages of its field implementation. The evaluation plan is to include a minimum of two performance measures that investigates motorist comprehension, understanding, or use. These include, but are not limited to:

- Lane utilization factor(s) (if multi-lane, did motor vehicle volume in that lane go up or down after installation)
- Crash rates or frequencies
- Motor vehicle lateral positioning
- Motor vehicle lane changing (if multi-lane)
- Motor vehicle speed (85th percentile, mean speed, etc.)
- Motorist passing distance when overtaking bicyclists

The evaluation plan is also to include a minimum of two performance measures that investigates bicycle comprehension, understanding, or use. These include, but are not limited to:

- Before/after bicycle volume on sidewalks
- Before/after wrong-way bicycle volume
- Crash rates and/or severities
- Bicycle lateral positioning relative to the shared lane marking
- Bicyclist lane positioning relative to parked cars

The experiment should include before and after studies as well as quantitative data describing the performance of the experimental device. An agency is free to propose other performance measures for review. Data collection methodologies and data analyses are selected by the agency as resources permit.

H Agreement to Terminate or Restore

Provide a statement to restore the site of the experiment to a condition that complies with the provisions of this Manual within three months following the end of the time period of the experiment. This agreement must also provide that the agency sponsoring the experimentation will terminate the experimentation at any time that it determines significant safety concerns are directly or indirectly attributable to the experimentation. The FHWA's Office of Transportation Operations has the right to terminate approval of the experimentation at any time if there is an indication of safety concerns. If, as a result of the experimentation, a request is made that this Manual be changed to include the device or application being experimented with, the device or application will be permitted to remain in place until an official rulemaking action has occurred.

I Status reporting

Provide a statement agreeing to provide semi-annual progress updates for the duration of the experimentation, and an agreement to provide a copy of the final results of the experimentation to the FHWA's Office of Transportation Operations within three months following completion of the experimentation. The FHWA's Office of Transportation Operations has the right to terminate approval of the experimentation if reports are not provided in accordance with this schedule.

Appendix

(Optional – all other relevant content can be provided here)