

interchange. This is in the very early stage, however, and, until that time, what we are doing is abiding by the standards which call for no more than two destinations on any one sign. Where you have to have multiple signs, as in this instance, we make a particular effort to keep down to a single destination on a sign where that is possible.

It takes a great deal of careful planning in order to handle some of these complicated interchanges.

Mr. CRAMER. May I ask Mr. Prisk a question?

(Mr. Blatnik resumed the chair.)

Mr. BLATNIK. Mr. Cramer.

Mr. CRAMER. Who dreamed up these signs saying "Ped-X" to mark a pedestrian crossing?

Mr. PRISK. I do not know what individual thought of that initially. Of course it is an attempt to save sign space; and through that to give more legibility to the sign.

Mr. CRAMER. If you have not seen them before, you are likely to pass four or five of them not knowing what they are. I did it myself. I did not know what the heck it was. By the time I figured out what it was, I had already passed two or three Ped-X's. That is, as I understand, for pedestrian crossing; is that right?

Mr. PRISK. That is right.

Mr. CRAMER. Is that wording, that type of sign, is that approved by the Bureau?

Mr. PRISK. That is right. It is approved by others than the Bureau. The National Joint Committee on Uniform Traffic Control Devices has approved that particular message.

However, we are making a very substantial effort right now to research that type of message as against the symbol which is more commonly used in European systems, to determine whether we cannot give the driver a simplified message through a symbol.

Mr. CRAMER. I think they do a much better job in Europe. They have a picture of an individual on it, and by a picture you can very clearly see what it is, that it is a crossing. But with Ped-X—you are going to have to educate the motorist considerably before they really understand it.

Mr. PRISK. We are taking a serious look at that European system.

Mr. LINKO. You see I have outlined where I would suggest that you put this particular bridge sign (circle). You can see you have a full exit lane. The sign is actually overhanging the exit lane and it is in the worst possible place in the gore area as far as being hit is concerned.

You can see by putting it at this point (circle) you can put it behind guardrails, leaving the gore area clear. This would not cost any more money.

Here is where I feel a sign should be put, in advance of the gore area. One reason is that you are able to read and see what you have to do first and then make your decision. Putting it in the gore area might create a condition like this in the next slide.