



Institute of Transportation,  
Ministry of Transportation  
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## **Expressway Off Ramp Diversion Guide Signs Experts and Scholars Recommend a Trial Run for New Guide Signs and the Installation of Additional Upstream Guide Signs**

Concerning the general public's feedback on the faulty design of guide signs at the National Freeway No. 2 off ramp diversion area, Minister Lin Chia Lung, Ministry of Transportation and Communications directed the Freeway Bureau, MOTC to promptly conduct guide sign reviews and revisions. Minister Lin also directed the Institute of Transportation, MOTC to conduct research on the regulatory applicability of sign board revisions suggested by the general public and propose more human-friendly proposals. In reference to the methods suggested by the general public and the principles of guide sign design, the Institute of Transportation, MOTC has applied the principles of proximity and continuity in visual psychology to formulate recommended guide sign patterns. Additionally, two seminars have been conducted to discuss and compile the opinions of the experts, scholars, and representatives present. It is recommended that a trial run for the new guide signs be conducted and trial run results be reviewed for inclusion in the regulations. The advance direction signs at the diversion upstream should also be strengthened to provide road users with more intuitive and more instantaneous guide services. The Institute of Transportation, MOTC shall submit relevant recommendations to the Ministry of Transportation and Communications , implementations will be executed after approval.

Civilian Mr. Hsiao Ying-Teng posted his feedback on Facebook regarding the faulty guide sign design at the Freeway No. 2 Danan Interchange off ramp diversion area and suggested revision into left and right guides (as shown in Figure 1) to make them simpler and more intuitive. Since the civilian's recommended guide signs may be subject to regulatory applicability issues, the Freeway Bureau, MOTC minutely

adjusted the existing guide sign as shown in Figure 2. Considering the guide sign restricted by the aforementioned regulation and convinced that the design still has room for improvement, Minister Lin, Ministry of Transportation and Communications directed the Institute of Transportation, MOTC to conduct research on July 10, hoping to derive at guide sign suggestions more in line with visibility needs.



Figure 1 The civilian's suggested guide sign pattern



Figure 2 The signboard revised by the Freeway Bureau, MOTC

In reference to the general public's suggested methods and the principles of guide sign design, the Institute of Transportation, MOTC has applied the principles of proximity and continuity in visual psychology to formulate recommended sign board patterns. On July 24 and August 4, the above mentioned institute and the Chinese Institute of Transportation convened a seminar. Experts and professional groups from transportation and visual design fields, relevant government agencies, civilian Mr. Hsiao Ying-Teng, Board member Lin Chih-Hsueh of Taiwan Traffic Safe Association, Internet opinion leader Huo-Hua Luo, as well as legislators Chiu Hsien-Chih and Kao Chia-Yu's respective legislative offices concerned about the case were invited to participate and exchange ideas on the issue in order to find improvement methods more in line with humanistic design.

After the discussions at two seminars, the Chinese Institute of Transportation compiled the opinions of the representatives present and proposed the following four suggestions: 1. Check the existing situation of the interchanges and formulate situation-based corresponding guide sign installation criteria; 2. Targeting the Freeway No. 2 Danan Interchange ramps and advance guide signs and based on the seminar discuss results, newly designed advance and decision guide signs (as shown in Figure 3) will be installed. It is expected that the new design patterns will be announced on the internet to gather public opinions and obtain a consensus

before a 3-month trial run; 3. Based on the trial run results, the relevant installation rules and design norms will be reviewed to revise the regulations; 4. Conduct an overall review on the guide sign installation rules.

The Institute of Transportation, MOTC will compile and submit the contents and recommended disposal at two seminars to the Ministry of Transportation and Communications (MOTC) as the basis for subsequent improvements on of ramp guide signs. The MOTC will continue to adhere to the concepts of openness and change, hear the voices of the general public and communicate with the people throughout the trial run formulation process, so that the policy implementation is more in line with public needs.



Figure 3 Recommended guide sign patterns for a trial run