



National Committee on Uniform Traffic Control Devices

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Item No.: 18A.RW-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Regulatory and Warning Signs Committee and Signals Technical Committee
ITEM NUMBER: 18A.RW.01
TOPIC: R1-5 Series Signs – Multi-lane use vs Single Lane Use
ORIGIN OF REQUEST: RWSTC Task force. Tom Heydel RWSTC (chair), Scott Kuznicki, Ross Oyen, Charles Meyer
AFFECTED SECTIONS OF MUTCD: Section 2B.11 (Yield Here to Pedestrians Signs and Stop Here For Pedestrian Signs (R1-5 series))

DEVELOPMENT HISTORY: Task force: 11-5-17

- Approved by RW Technical Committee: 01/03/2018 **READY FOR SPONSORS**
- Approved by RW Technical Committee following sponsor comments: DD/MM/YYYY
- Approved by NCUTCD Council: xx/xx/xxxx

NOTE TO BE PROVIDED IN VERSION SENT FOR SPONSOR REVIEW

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

The MUTCD states in Section 2B.11 that the R1-5 series signs are for multi-lane but is silent on uncontrolled single lane approaches.

FHWA issued an interpretation letter on July 21, 2014 that said the sign should only be used in advance of a crosswalk that crosses an uncontrolled, midblock, multi-lane approach. It went on to say that for a single lane approach there is no adjacent lane to be effected by another vehicle obscuring the view of either the drivers or pedestrians, so the R1-5 series signs would not be needed. The letter also said that if yield (stop) lines are used on a single lane approach to a crosswalk, the R1-5 series are not required and are not intended to be used.



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32 The MUTCD does not have a regulatory sign for pedestrian crossing at a single lane midblock
33 application and it should not be restricting this regulatory sign for multi-lane only. This
34 regulatory sign can provide the driver the regulation to stop in advance of a crosswalk similar to
35 that shown in Figure 3B-17 regardless of a vehicle obstructing the view. Therefore, a
36 practitioner should be allowed to use this R1-5 series sign for a single lane approach at the yield
37 line or simply in advance of the crosswalk no different than at a multi-lane approach.

38 The present standard language in Paragraph 01 of Section 2B.11 says you **shall** use the R1-5
39 series sign in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. It
40 does not say you cannot use the sign(s) for a single lane approach, even though the intent may
41 have been for multi-lane approach.

42 The language in Section 2B.11 needs to be clarified to allow it for single lane approach as well.
43 The difference would be that the R1-5 series signs would be an option for single lane approach,
44 whereas the R1-5 series signs is required (Section 2B.11 paragraph 01) per present MUTCD
45 language for multi-lane approach due to the issue of a pedestrian possibly being obscured from
46 view in a multi-lane approach at an uncontrolled location due to the potential of a vehicle in the
47 other lane.

48 **DISCUSSION:**

49 Add an option statement in Section 2B.11 allowing the R1-5 series signs in advance of a
50 crosswalk that crosses a uncontrolled single lane approach.

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52 **RECOMMENDED MUTCD CHANGES**

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54 The following present the proposed changes to the current MUTCD within the context of the
55 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
56 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
57 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
58 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
59 comments may be provided with the MUTCD text. These comments are indicated by
60 highlighted light blue in brackets.

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Chapter 2B. REGULATORY SIGNS, BARRICADES, AND GATES

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67 **Section 2B.11. Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-**
68 **5 Series)**

69 **Standard:**



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70 **01 Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5c) signs (see**
71 **Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk**
72 **that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall**
73 **only be used where the law specifically requires that a driver must stop for a pedestrian in**
74 **a crosswalk. ~~The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-~~**
75 **~~5b, and R1-5c signs, if applicable.~~ (approved by Council 6-26-2014)**

76 Option

77 01a Yield Here To (Stop Here For) Pedestrian signs may be used in advance of a crosswalk that
78 crosses an uncontrolled single-lane approach.

79 *Guidance:*

80 *02 If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in*
81 *advance of a crosswalk that crosses an uncontrolled ~~multi-lane~~ approach, they should be placed*
82 *20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and*
83 *parking should be prohibited in the area between the yield (stop) line and the crosswalk.*

84 *03 Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in*
85 *advance of crosswalks that cross an approach to or departure from a roundabout.*

86 *Option:*

87 *04 Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a crosswalk that*
88 *crosses an uncontrolled ~~multi-lane~~ approach to indicate to road users where to yield (stop) even*
89 *if yield (stop) lines are not used.*

90 *05 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-*
91 *mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location*
92 *where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the*
93 *crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b,*
94 *and R1-5c signs, if applicable. (Approved by Council 6/26/2014)*

95 **Standard:**

96 **06 If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here**
97 **To (Stop Here For) Pedestrians sign is used on the approach, the Yield Here To (Stop Here**
98 **For) Pedestrians sign shall not be placed on the same post as ~~or block the road user's view~~**
99 **~~of the W11-2 sign.~~**

100 *Guidance:*

101 *~~The Yield Here To (Stop Here For) Pedestrian sign should not block the road user's view of the~~*
102 *~~W11-2 sign. (6/24/2011)~~ Deleted (approved by Council 1/11/2013)*

103 *Option:*

104 *07 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance*
105 *supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For)*
106 *Pedestrians sign on the approach to the same crosswalk.*

107 *08 In-Street Pedestrian Crossing signs and Yield Here To (Stop Here For) Pedestrians signs*
108 *may be used together at the same crosswalk.*

109

110 **Figure 2B-2 Unsignalized Pedestrian Crosswalk Signs**

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Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



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113 C:NCUTCD/January 2018/Tom Heydel/18A-RW-01, R1-5 series signs single lane use 11-5-17,
 114 revised 1-3-18, READY FOR SPONSORS 1-3-18

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