



National Committee on Uniform Traffic Control Devices

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Item No.: 24A-RW-03

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

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COMMITTEE / TASK FORCE: Regulatory and Warning Signs Technical Committee
ITEM NUMBER: 24A-RW-03
TOPIC: Bus Symbol Option
ORIGIN OF REQUEST: Bus/BRT Task Force (Randy McCourt chair) and NCUTCD 20B-RW-02
AFFECTED SECTIONS OF MUTCD: 2C.54 Vehicular Traffic Warning Signs
 Figure 2C-14 & Table 2C-1
 2G.03 Regulatory Signs for Preferential Lanes - General

DEVELOPMENT HISTORY:

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8 Approved by RW Technical Committee: 02/13/2024
 9 Approved by GMI Technical Committee: 02/14/2024
 10 Approved by NCUTCD Council: MM/DD/YYYY

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

SUMMARY:

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22 This proposal updates a previous NCUTCD recommendation (20B-RW-02) to include the
 23 proposed changes which allow bus symbol signs to be used on a warning sign and preferential
 24 land regulatory signs.

DISCUSSION:

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27 In January 2021 NCUTCD approved a comprehensive set of changes to the MUTCD related to
 28 Bus Transit/BRT Traffic Control (20B-RW-02). Because this approval was one month after the
 29 FHWA released the NPA for the MUTCD, the item was not forwarded to FHWA in time for the
 30 NPA. Time was not available in the NCUTCD Docket comments to fully address these
 31 recommendations. The 2023 MUTCD has several bus lane changes but did not include the bus
 32 symbol for use in regulatory and warning signs. This proposal updates the previous
 33 recommendation by specifically including the option for these symbols, within the structure
 34 FHWA provided in the 2023 MUTCD. This proposal does this with the least text changes. It
 35 does not attempt to fully address all the recommendations of 20B-RW-02 as that would require

36 substantially greater modifications due to FHWA's new content within the 2023 MUTCD which
37 was not reviewed in the 2020 NPA.

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39 Two changes are proposed. The first takes the 20B-RW-02 recommended vehicular traffic
40 warning sign and inserts it into Section 2C.54 and Figure 2C-14. Because the 2023 MUTCD text
41 has changed, this is done in a manner to minimize text modifications and without standards.

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43 Second, the use of a bus symbol to supplement the preferential lane regulatory
44 signs as recommended in 20B-RW-02 is added as an option as this is the most
45 simplistic means to address this recommendation. The symbol already exists
46 within the 2023 MUTCD and is used on the R7-107a, R7-107b and I3-6 signs.
47 The recommendation to create a new section for bus regulatory signs in Chapter
48 2B is not pursued here to simplify this request.



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50 **RECOMMENDED MUTCD CHANGES:**

51 The following present the proposed changes to the current MUTCD within the context of the
52 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
53 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
54 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
55 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
56 background comments may be provided with the MUTCD text. These comments are indicated
57 by bracketed white text in shaded green. Deletions made by a technical committee or task
58 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~
59 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after
60 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

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62 **PART 2. SIGNS**

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64 **CHAPTER 2C. WARNING SIGNS AND OBJECT MARKERS**

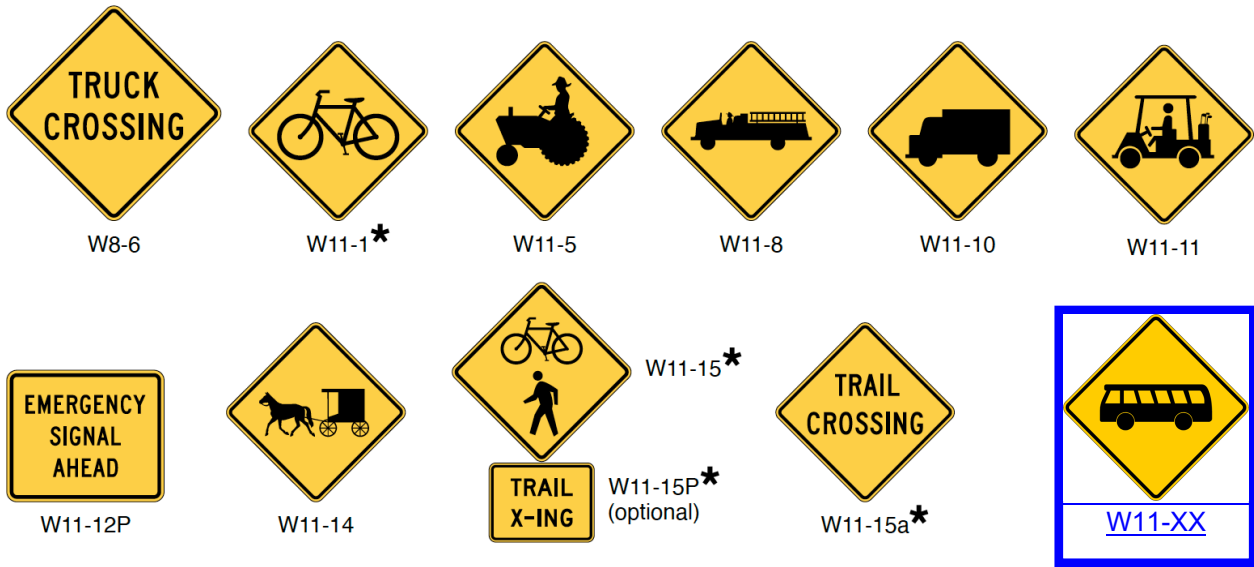
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66 **Section 2C.54 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-8, W11-11,**
67 **W11-12P, W11-14, W11-15,m and W11-15a)**

68 Option:

69 01 Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-8, W11-10, W11-11, W11-12P, W11-14,
70 W11-15, ~~and~~ W11-15a, and W11-XX) signs (see Figure 2C-14) may be used to alert road users to
71 locations where unexpected entries into the roadway by trucks, bicycles, farm vehicles, emergency
72 vehicles, golf carts, horse-drawn vehicles, buses or other vehicles might occur. The TRUCK CROSSING
73 (W8-6) and BUSWAY CROSSING (W10-21) (see Figure 8B-4) word message signs may be used as an
74 alternate to the Truck (W11-10) and Bus (W11-XX) symbol signs.

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76 All other paragraphs (2-17) within 2C.54 remain the same.
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Figure 2C-14. Vehicular Traffic Warning Signs and Plaques



* A fluorescent yellow-green background color may be used for this sign or plaque.

CHAPTER 2G. PREFERENTIAL AND MANAGED LANE SIGNS

Section 2G.03 Regulatory Signs of Preferential Lanes - General

Standard:

01 When a preferential lane is established, the Preferential Lane regulatory signs (see Figure 2G-1) and pavement markings (see Chapter 3E) for these lanes shall be used to advise road users.

Support:

02 Preferential Lane (R3-10 series through R3-15 series) regulatory signs (see Figure 2G-1) consist of several different general types of regulatory signs as follows:

- A. Vehicle Occupancy Definition signs define the vehicle occupancy requirements applicable to an HOV lane (such as “2 OR MORE PERSONS PER VEHICLE”) or types of vehicles not meeting the minimum occupancy requirement (such as motorcycles or Inherently Low Emission Vehicles (ILEVs)) that are allowed to use an HOV lane (see Section 2G.04).
- B. Preferential Lane Operation signs notify road users of the days and hours during which the preferential restrictions are in effect (see Section 2G.05).
- C. Preferential Lane Advance signs notify road users that a preferential lane restriction begins ahead (see Section 2G.06).
- D. Preferential Lane Ends signs notify users of the termination point of the preferential lane restrictions (see Section 2G.07).

Standard

03 Regulatory signs applicable only to a preferential lane shall be distinguished from regulatory signs applicable to general-purpose lanes by the inclusion of the applicable symbol(s) and/or word(s) (see Figure 2G-1).

Support:

04 The symbol and word message displayed on a particular Preferential Lane regulatory sign will vary based on the specific type of allowed traffic and on other related operational constraints that have been established for a particular lane, such as an HOV lane, a bus lane, or a taxi lane.

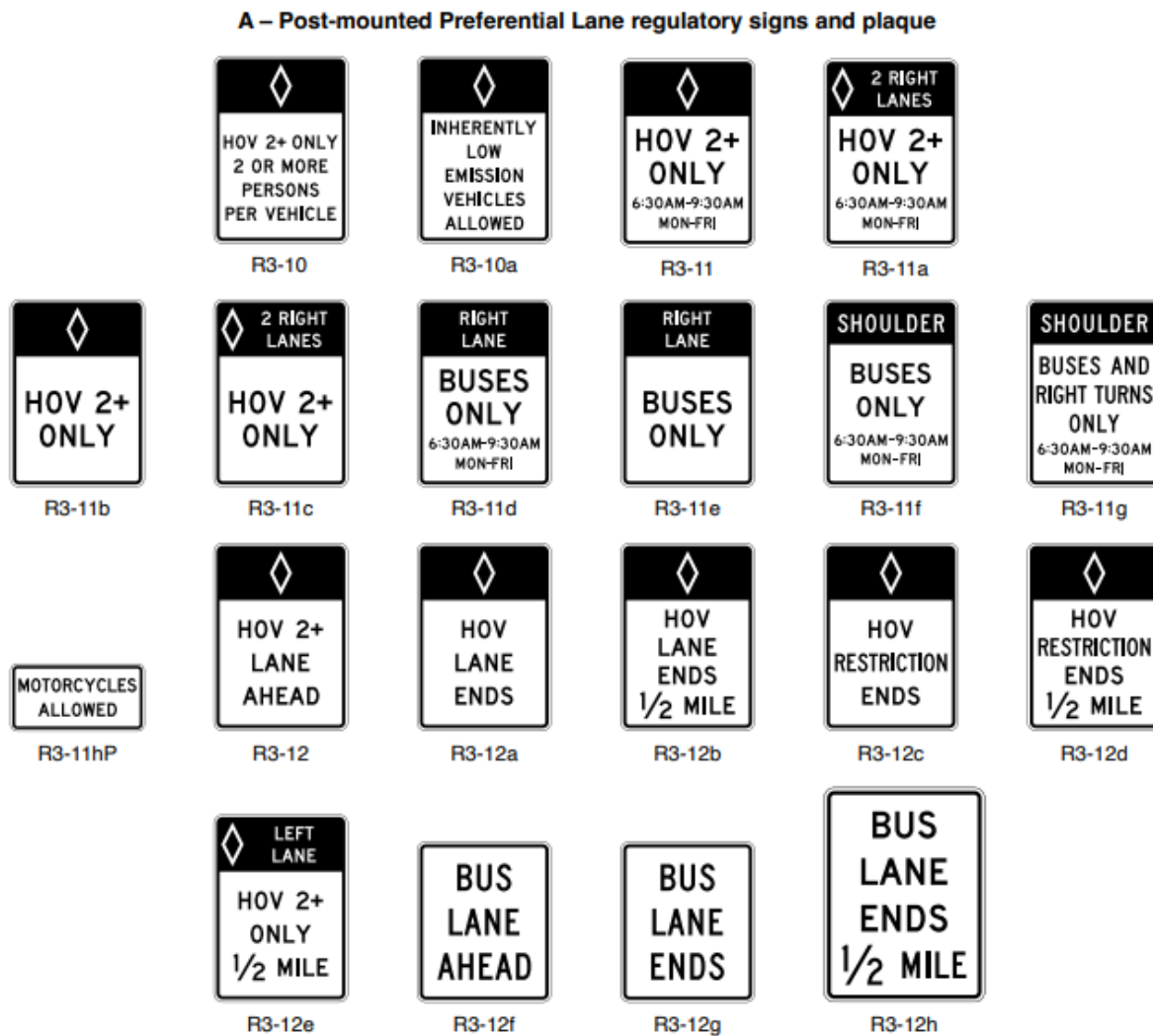
Option:

04a [A bus symbol \(see R7-107a, I3-6\) may supplement preferential lane regulatory signs for buses \(see Figure 2G-1\).](#)

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110 05 Changeable message signs may supplement, substitute for, or be incorporated into static Preferential
 111 Lane regulatory signs where travel conditions change or where multiple types of operational strategies
 112 (such as variable occupancy requirements or vehicle types) are used and varied throughout the day or
 113 week, or on a real-time basis, to manage the use of, control of, or access to preferential lanes.
 114 Support:
 115 06 Figure 2G-1 illustrates examples of changeable messages incorporated into static Preferential Lane
 116 regulatory signs displaying open and closed status using lane-use control signal indications (see Chapter
 117 4T).
 118 [All other paragraphs (7-22) within 2C.54 remain the same].
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Figure 2G-1. Preferential Lane Regulatory Signs and Plaque (Sheet 1 of 2)



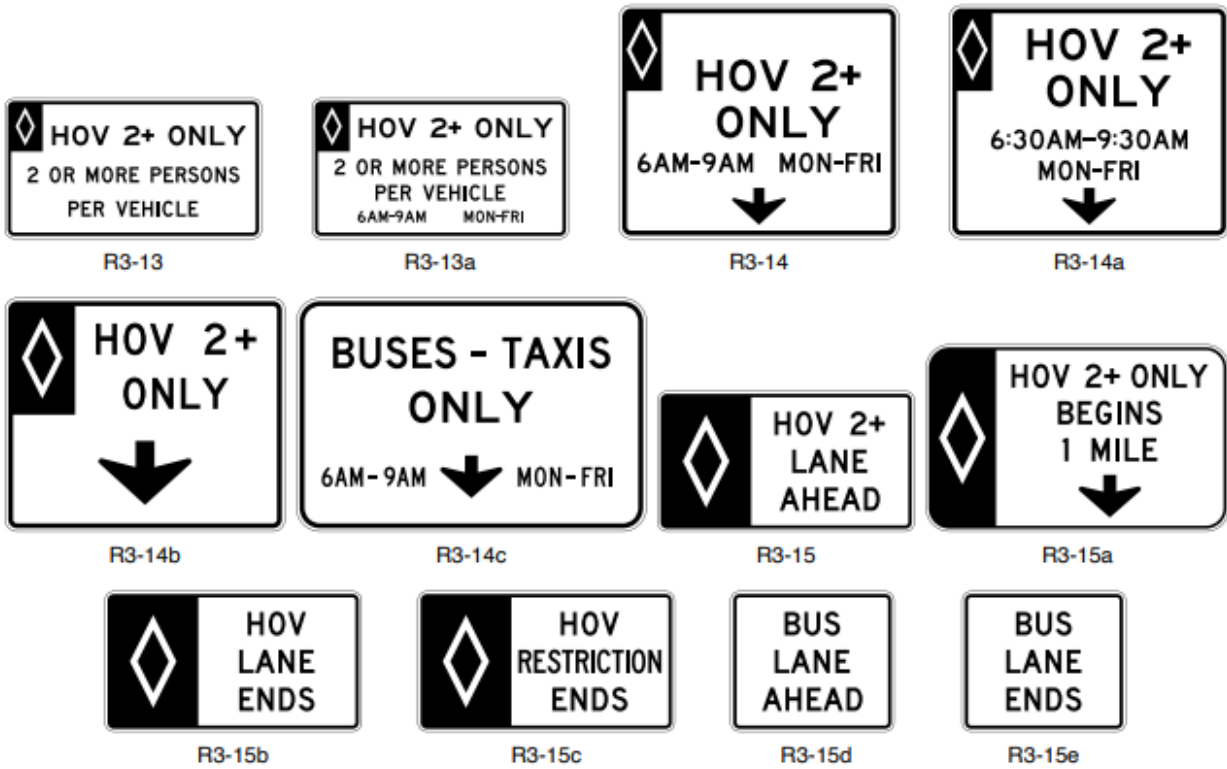
Notes:

1. The minimum vehicle occupancy requirement may vary for each facility (such as 2+, 3+, 4+).
2. The occupancy requirement may be added to the first line of the R3-12a, R3-12b, R3-12c, and R3-12d signs.
3. Some of the legends shown on these signs are for example purposes only. The specific legend for a particular application should be based upon local conditions, ordinances, and State statutes.

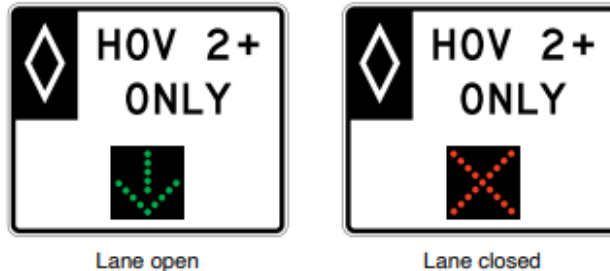
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Figure 2G-1. Preferential Lane Regulatory Signs and Plaque (Sheet 2 of 2)

B – Overhead Preferential Lane regulatory signs



A lane-use control signal may be incorporated into an overhead preferential lane regulatory sign to indicate the status of a reversible operation as shown in the following example:

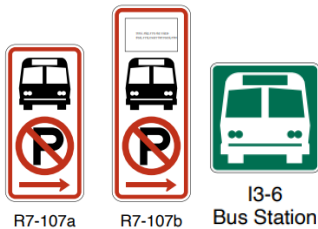


Notes:

1. The minimum vehicle occupancy requirement may vary for each facility (such as 2+, 3+, 4+).
2. The occupancy requirement may be added to the first line of the R3-15b and R3-15c signs.
3. Some of the legends shown on these signs are for example purposes only. The specific legend for a particular application should be based upon local conditions, ordinances, and State statutes.
4. Where sufficient median width is available, the R3-13 series and R3-15 series signs may be post-mounted.

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[For reference only:]



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