



National Committee on Uniform Traffic Control Devices

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Item No.: 25A-GMI-01

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

COMMITTEE / TASK FORCE: Guide & Motorist Information Signs Technical Committee
ITEM NUMBER: 25A-GMI-01
TOPIC: Bus Lane Regulatory Signs
ORIGIN OF REQUEST: Transit MCTF and 20B-RW-02
AFFECTED SECTIONS OF MUTCD: 2G.03

DEVELOPMENT HISTORY:

Approved by GMI TC: 01/09/2025
Approved by NCUTCD Council:

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this 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, options, or support. 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:

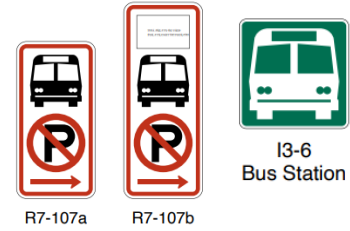
This proposal updates a previous NCUTCD recommendation (20B-RW-02) to include the proposed changes which allow bus symbol signs to be used on a preferential lane regulatory sign.

DISCUSSION:

Numerous metropolitan areas have implemented bus rapid transit (BRT)/busways in the past decade and more are planned. The MUTCD has numerous vehicular traffic warning signs. Symbols exist for bicycle, tractor, emergency vehicle, truck, golf cart, horse-drawn buggy and rail grade or trail crossings (see Section 2C.54). However, there is no comparable symbol use of bus symbols on preferential lane regulatory signs.

In January 2021 NCUTCD approved a comprehensive set of changes to the MUTCD related to Bus Transit/BRT Traffic Control (20B-RW-02). It included the bus symbols on preferential lane signs. Because approval of 20B-RW-02 was one month after the FHWA released the NPA for the MUTCD, the item was not forwarded to FHWA in time for the NPA. Time was not available in the NCUTCD docket comments to fully address these recommendations. The 2023 MUTCD has several bus lane changes but did not include the bus symbol for use in preferential lane signs. In January 2024, NCUTCD rescinded all recommended changes pertaining to the 2009

39 MUTCD, so a new proposal is needed to address these items. This
 40 proposal updates the previous recommendation by specifically
 41 including the bus symbol, within the structure FHWA provided in the
 42 2023 MUTCD. The proposal focuses solely on the changes in
 43 preferential lanes and does not attempt to fully address all the
 44 recommendations of 20B-RW-02 as attempting to broaden the
 45 proposal in 2024 was forwarded to sponsors and was tabled by
 46 Council. For this reason, the aspects of 20B-RW-02 will be
 47 addressed by specific Technical Committees.



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 49 One change is proposed. The use of a bus symbol to supplement the preferential lane
 50 regulatory signs as recommended and approved in 20B-RW-02. The bus symbol already exists
 51 within the 2023 MUTCD and is used on the R7-107a, R7-107b and I3-6 signs.
 52 Based upon sponsor comments to the prior 2024 proposal that was tabled, eight
 53 signs were replaced with symbols (the existing “all” word signs may still be utilized
 54 per Section 2A.04 and additional text to specify such use). Three additional signs
 55 from 20B-RW-02 are also provided for overhead use. The representation of the
 56 dynamic message element hybrid signs shown in Figure 2G-1 have been
 57 corrected for clarity and consistency with other use of lane control signals in the
 58 MUTCD. The prior recommendation to create a new section for bus regulatory
 59 signs in Chapter 2B is not pursued here to simplify this request, and keep it focused on GMI
 60 Technical Committee changes. This change is necessary as no symbol signs can be utilized as
 61 traffic control devices unless they are specified in the MUTCD.



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 63 **RECOMMENDED MUTCD CHANGES:**

64 The following present the proposed changes to the current MUTCD within the context of the
 65 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
 66 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
 67 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
 68 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
 69 background comments may be provided with the MUTCD text. These comments are indicated
 70 by [bracketed white text in shaded green]. Deletions made by a technical committee or task
 71 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~
 72 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after
 73 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.
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75 **CHAPTER 2G. PREFERENTIAL AND MANAGED LANE SIGNS**

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

78 **Standard:**

79 01 **When a preferential lane is established, the Preferential Lane regulatory signs (see Figure 2G-**
80 **1) and pavement markings (see Chapter 3E) for these lanes shall be used to advise road users.**

81 Support:

82 02 Preferential Lane (R3-10 series through R3-15 series) regulatory signs (see Figure 2G-1) consist of
83 several different general types of regulatory signs as follows:

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

94 **Standard**

95 03 **Regulatory signs applicable only to a preferential lane shall be distinguished from regulatory**
96 **signs applicable to general-purpose lanes by the inclusion of the applicable symbol(s) and/or**
97 **word(s) (see Figure 2G-1).**

98 Support:

99 04 The symbol ([such as the HOV or bus symbol](#)) and word message displayed on a particular
100 Preferential Lane regulatory sign will vary based on the specific type of allowed traffic and on other
101 related operational constraints that have been established for a particular lane, such as an HOV lane, a bus
102 lane, or a taxi lane.

103 Option:

104 05 Changeable message signs may supplement, substitute for, or be incorporated into static Preferential
105 Lane regulatory signs where travel conditions change or where multiple types of operational strategies
106 (such as variable occupancy requirements or vehicle types) are used and varied throughout the day or
107 week, or on a real-time basis, to manage the use of, control of, or access to preferential lanes.

108 [05a Word legends without the bus symbol may be used as an alternative for bus Preferential Lane](#)
109 [regulatory signs.](#)

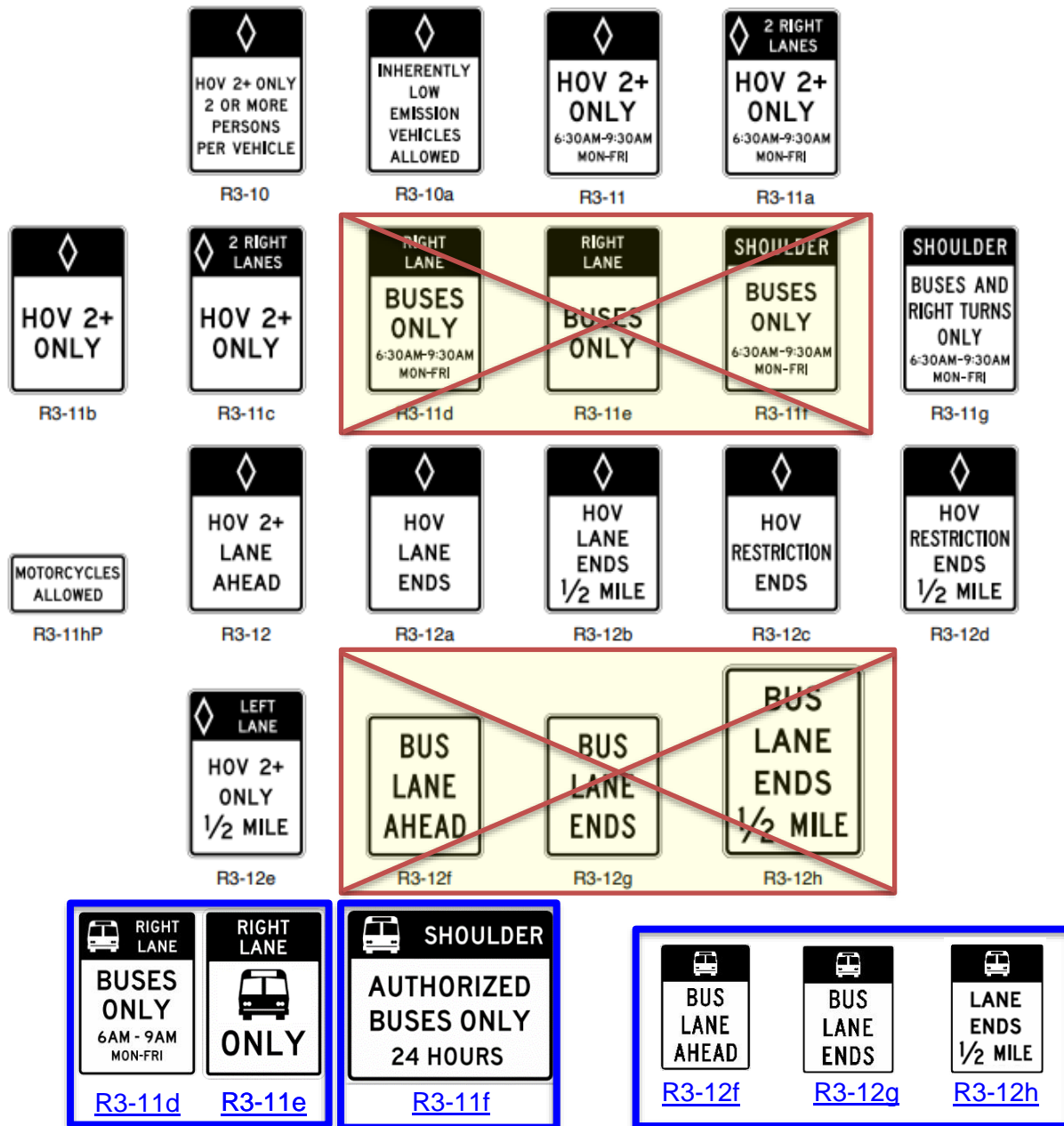
110 Support:

111 06 Figure 2G-1 illustrates examples of changeable messages incorporated into static Preferential Lane
112 regulatory signs displaying open and closed status using lane-use control signal indications (see Chapter
113 4T).

114 **[All other paragraphs (P07-22) within 2G.03 remain the same].**

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

A – Post-mounted Preferential Lane regulatory signs and plaque



Notes:

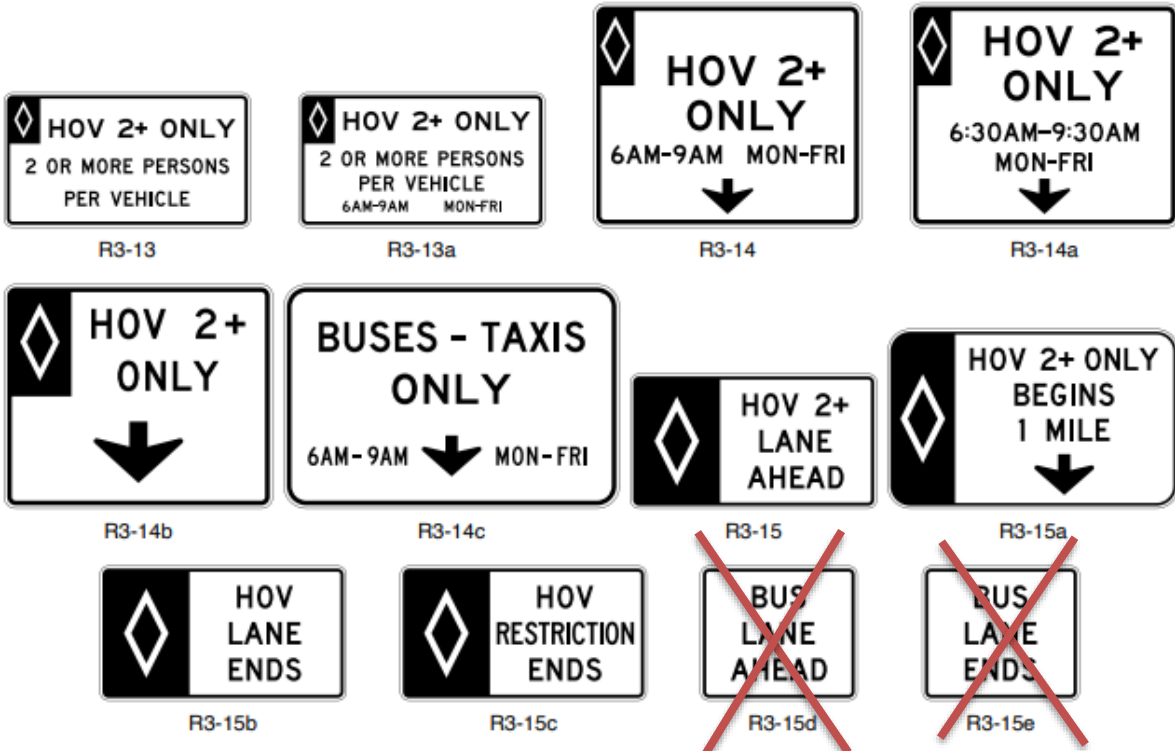
1. The minimum vehicle occupancy requirement may vary for each facility (such as 2+, 3+, 4+).
2. The occupancy requirement may be added to the first line of the R3-12a, R3-12b, R3-12c, and R3-12d signs.
3. Some of the legends shown on these signs are for example purposes only. The specific legend for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

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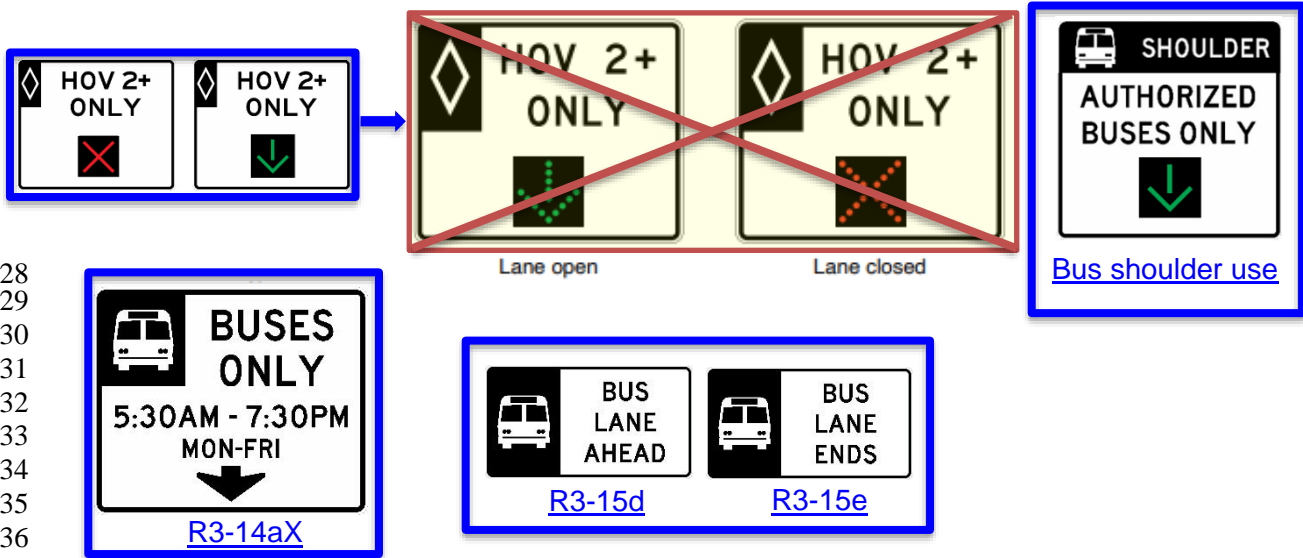
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Figure 2G-1. Preferential Lane Regulatory Signs and Plaque (Sheet 2 of 2)

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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