NOTE: This is a recommendation by NCUTCD to FHWA to add or revise the content of the MUTCD. This proposal by itself does not constitute official standards or guidance. Regardless of NCUTCD approval status, any proposed change or revision has no legal or official status until specifically approved by FHWA through either the Interim Approval process or adoption into a new edition of the MUTCD.

TECHNICAL COMMITTEE: Bicycle Technical Committee

TOPIC: Bicycle Lane Intersection Control
Supplemental Plaque (R3-5hP)

STATUS/DATE OF ACTION:
BTC Drafts: 01/09/2014
BTC Approval: 01/09/2014
RWSTC Concurrence: 01/09/2014
Transmitted to Sponsors: 03/25/2014
TC Revision: 06/25/2014
Council Approval: 06/25/2014 (v1.3)

ORIGIN OF REQUEST: FHWA

AFFECTED SECTIONS OF MUTCD: 2B.20 Mandatory Movement Lane Control Signs and Section 9B.04 Bike Lane Signs and Plaques

SUMMARY:
This proposal provides standards and guidance for the installation of mandatory movement lane control supplemental plaques along roadways where bicycle lanes are located between vehicle travel lanes on intersection approaches or where only a single bicycle movement is permitted from a certain bicycle lane.

DISCUSSION
Where bicycle lanes are located between vehicle travel lanes and vehicle mandatory movement lanes, operational problems can occur when lane markings are obscured by environmental conditions and/or queued motor vehicles. Conflicts between vehicles and bicyclists can occur at intersections when bicyclists attempt to turn left (or right) from a bicycle lane. Signing is especially helpful to provide drivers and bicyclists
adequate time to position themselves in the appropriate lane at the intersection
depending on their intended direction of travel.

The NCUTCD Regulatory and Warning Sign Technical Committee reviewed and
concorded with this proposal in January 2014 (vote: 19-5-4).

RECOMMENDED MUTCD PROVISIONS/ REVISIONS

Note: Deletions from the 2009 MUTCD text are noted in strikethrough red, and
insertions in underline blue.

Paragraph 01 of Section 2B.20 of the MUTCD is revised as follows:

Section 2B.20 Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7, and R3-20)

Standard:

01 If used, the Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) sign (see
Figure 2B-4) shall indicate only the single vehicle movement that is required from the lane.
If used, the Mandatory Movement Lane Control Sign shall be located in advance of the
intersection, such as near the upstream end of the mandatory movement lane, and/or at the
intersection where the regulation applies. When the mandatory movement applies to lanes
exclusively designated for HOV traffic, the R3-5cP supplemental plaque shall be used.
When the mandatory movement applies to lanes that are not HOV facilities, but are lanes
exclusively designated for buses, and/or taxis, and/or bicycles, the word message R3-5dP,
and/or R3-5gP and/or R3-5hP supplemental plaques shall be used.

Insert paragraph 03 into Section 9B.04 of the MUTCD as follows (paragraphs 01-02 of
existing Section 9B.04 are unchanged):

Section 9B.04 Bike Lane Signs and Plaques (R3-17, R3-17a, RB-17bP)

Option:

03 Where bicycle lanes are located between travel lanes on intersection approaches or where
only a single bicycle movement is permitted from a certain bicycle lane, a Mandatory Movement
Lane Control sign (see Section 2B.20) may be supplemented with a R3-5hP plaque to require a
bicyclist in a particular bicycle lane at an intersection to stay in the same lane and proceed
straight through the intersection, or to indicate a required turn from a particular bicycle lane.
R3-5hP (30" x 12") mounted above R3-5a
(bicyclists go straight in that lane)