



National Committee on Uniform Traffic Control Devices

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

TECHNICAL COMMITTEE: Bicycle, Regulatory & Warnings Signs and Signal Committees
ITEM NUMBER: 18B-BIK-01
TOPIC: R10-15a Traffic Signal Sign – Turning Vehicles Yield to Bicycles or Bicycles & Pedestrians Revision to 6/20/2014 proposal
ORIGIN OF REQUEST: Bicycle/RWSTC/STC Joint Task Force
AFFECTED SECTIONS OF MUTCD: Sections 2B.53 and 9B.14

DEVELOPMENT HISTORY:

- Approved by Bicycle Technical Committee: 06/26/2014
- Concurrence by Regulatory Warning Sign Technical Committee 06/26/2014
- Approved by NCUTCD Council: 06/27/2014
- Revision Approved by Bicycle Technical Committee: 01/05/2018
Task Force Mike Cynecki & Rock Miller
- Revision Concurrence by Signals Technical Committee: 01/05/2018
Task Force Lead Monica Suter
- Revision Concurrence by RW Technical Committee: 06/21/2018
Task Force Robert Weber, Tim Haagsma, Ross Oyen
- Revision Approved by NCUTCD Council: 01/11/2019

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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 Manual currently includes the R10-15 sign to alert motorists of the need to watch for and yield to pedestrians when turning. The Bicycle Technical Committee developed a proposal to add two additional versions of the existing R10-15 sign to provide a more complete set of signs to remind turning drivers to yield to bicyclists, or both bicyclists and pedestrians whose paths they might cross when turning. The proposal was approved by Council in June 2014 however,

32 since then concerns have been raised regarding the use of this sign. This proposal seeks to
33 address those concerns with a revised proposal.

34

35 **DISCUSSION**

36 Generally, it is expected that motorists will yield to bicyclists as appropriate when merging into
37 bicycle lanes, bicycle lane extensions, separated bicycle lanes or turning across shared use paths.
38 The 2009 MUTCD added the Turning Vehicles Yield to Pedestrians (R10-15) sign for
39 pedestrians, yet there are no signs currently in the MUTCD for bicyclists or a combination of
40 these modes. As a result, there has been some proliferation of non-standard signs. The BTC
41 proposed to adapt the existing standard R10-15 sign with a bicycle symbol to address this issue.
42 A proposal was approved by Council in June 2014 to include a version for Turning Vehicles
43 Yield to Bicycles (R10-15a) and Turning Vehicles Yield to Bicycle and Pedestrians (R10-15b).

44

45 Subsequently, concerns have been raised regarding use of the R10-15a sign on approaches to
46 signalized intersections where bicycle and vehicle movements are separated by signal phasing or
47 where the bicycle lane transitions to a shared lane configuration as depicted in MUTCD Figure
48 9C-6.

49

50 Also, this sign has been installed by many jurisdictions at non-signalized intersections and
51 driveway crossings where vehicles turn across bicycle lanes, bicycle lane extensions, separated
52 bicycle lanes or shared-use paths. In addition, these signs have been illustrated for use at these
53 non-signalized locations in recent FHWA sponsored design guidance documents including *Small*
54 *Town and Rural Multimodal Networks December 2016*, the *Separated Bike Lane Planning and*
55 *Design Guide May 2015* and the *Massachusetts Department of Transportation Separated Bike*
56 *Lane Planning and Design Guide October 2015*.

57

58 To address the concerns noted above, this proposal seeks to revise the June 2014 approved
59 proposal to provide Standards, Guidance and Options for use of these signs in a uniform manner
60 at both signalized and unsignalized intersections.

61

62 **RECOMMENDED MUTCD CHANGES**

63

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, background
69 comments may be provided with the MUTCD text. These comments are indicated by

70 **[highlighted light blue in brackets]**.

71

72

73 **PART 2. SIGNS**

74 **CHAPTER 2B. REGULATORY SIGNS, BARRICADES AND GATES**

75 **Section 2B.53 Traffic Signal Signs (R10-5 through R10-30)**

76 Option:

77 01 To supplement traffic signal control, Traffic Signal signs R10-5 through R10-30 may be
78 used to regulate road users.

79 02 Traffic Signal signs (see Figure 2B-27) may be installed at certain locations to clarify signal
80 control. Among the legends that may be used for this purpose are LEFT ON GREEN ARROW
81 ONLY (R10-5), STOP HERE ON RED (R10-6 or R10-6a) for observance of stop lines, DO
82 NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S)
83 WITH GREEN ARROW (R10-8) for obedience to lane-use control signals (see Chapter 4M),
84 LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12), and LEFT TURN YIELD
85 ON FLASHING RED ARROW AFTER STOP (R10-27).

86 *Guidance:*

87 03 *If used, the LEFT ON GREEN ARROW ONLY (R10-5) sign, the LEFT TURN YIELD ON
88 GREEN (symbolic circular green) (R10-12) sign, or the LEFT TURN YIELD ON FLASHING
89 RED ARROW AFTER STOP (R10-27) sign should be located adjacent to the left-turn signal
90 face.*

91 Option:

92 04 If needed for additional emphasis, an additional LEFT TURN YIELD ON GREEN
93 (symbolic circular green) (R10-12) sign with an AT SIGNAL (R10-31P) supplemental plaque
94 (see Figure 2B-27) may be installed in advance of the intersection.

95 05 In situations where traffic control signals are coordinated for progressive timing the Traffic
96 Signal Speed (I1-1) sign may be used (see Section 2H.03).

97 **Standard:**

98 06 **The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure
99 2B-27) shall only be used in conjunction with pedestrian hybrid beacons (see Section
100 4F.02).**

101 07 **The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-27) shall be used in
102 conjunction with emergency-vehicle traffic control signals (see Section 4G.02).**

103 08 **The EMERGENCY SIGNAL – STOP ON FLASHING RED (R10-14 or R10-14a) sign
104 (see Figure 2B-27) shall be used in conjunction with emergency-vehicle hybrid beacons (see
105 Section 4G.04.**

106 Option:

107 09 In order to remind drivers who are making turns at a signalized intersection to yield to or
108 stop **[approved June 2017, #16A-RW-02]** for pedestrians, ~~bicyclists, or both~~ **[approved
109 January 2014]** a Turning Vehicles Yield to (Stop For) Pedestrians (R10-15, R10-15a), Bicycles
110 (R10-15a) or Pedestrians and Bicycles (R10-15b) sign (see Figure 2B-27) may be used.

111 **Standard:**

112 09a **The Turning Vehicles Stop for Pedestrians (R10-15a) sign shall only be used in
113 jurisdictions where laws, ordinances or resolutions specifically require that a driver must
114 stop for a pedestrian. [approved January 2017, #16A-RW-02]**

119 Option:
120 09b At signalized intersections on roadways with a bicycle lane or separated bicycle lane
121 positioned adjacent to a general purpose lane from which turns are permitted, a Turning
122 Vehicles Yield to Bicycles (R10-15b) sign (see Figure 2B-27 and Figure 9C-6) may be used on
123 the approach to or at the intersection to remind drivers who are making turns to yield to a bicycle
124 in the bicycle lane when turning across or merging into the bicycle lane.

125 09c At signalized intersections on roadways with a shared use path that crosses intersecting
126 streets or driveways, or where turning vehicles would cross an adjacent bicycle lane and
127 crosswalk, a Turning Vehicles Yield to Bicycles and Pedestrians (R10-15c) sign (see Figure 2B-
128 27) may be used on the approach to the intersection to remind drivers who are making turns to
129 yield to bicycles and to pedestrians lawfully in the crosswalk.

130 **Standard:**
131 09d **The Turning Vehicles Yield to Bicycles (R10-15b) sign or Turning Vehicles Yield to**
132 **Bicycles and Pedestrians (R10-15c) sign shall not be used at signalized intersections where**
133 **the bicycle movement is protected by the signal phasing from all-conflicting simultaneous**
134 **motor vehicle movement at the signalized location.**

135 Guidance:
136 09e The Turning Vehicles Yield to Bicycles (R10-15b) sign should not be used on the approach
137 to signalized intersections where a bicycle lane or separated bicycle lane transitions to a shared
138 lane for use by turning vehicles together with through or turning bicyclists.

139 Support:
140 09f Use of R10-15b and R10-15c signs at unsignalized intersections and mid-block locations is
141 described in Section 9B.14

142 Option:
143 10 A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-27) may be installed
144 near the left-turn signal face if U-turn are allowed on a protected left-turn movement on an
145 approach from which a right-turn GREEN ARROW signal indication is simultaneously being
146 displayed to drivers making a right turn from the conflicting approach to their left.

147
148 **Add sign R10-15a to Figure 2B-27. Add * fluorescent yellow-green background color may**
149 **be used instead of yellow for this sign [approved June 2017]**



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152

153 **PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

154

155 **CHAPTER 9B. SIGNS**

156 **Section 9B.11 Bicycle Regulatory Signs (R9-5, R9-6, R10-4, R10-24, R10-25, and R10-26)**

157 Option:

158 06 ~~In order to remind drivers who are making turns to yield to pedestrians, bicyclists, or both, a~~
159 ~~Turning Vehicles Yield to Pedestrians (R10-15), Bicycles (R10-15a) or Pedestrians and Bicycles~~
160 ~~(R10-15b) sign (see Figure 2B-27) may be used.~~ **[approved June 2014]**

161

162 **Section 9B.14 Other Regulatory Signs**

163 Option:

164 01 Other regulatory signs described in Chapter 2B may be installed on bicycle facilities as
165 appropriate.

166 02 At unsignalized intersections, driveways or alleys on roadways with a bicycle lane
167 positioned adjacent to a general purpose lane from which turns are permitted, a Turning Vehicles
168 Yield to Bicycles (R10-15b) sign (see Figure 2B-27 and Figure 9C-6) may be used on the
169 approach to or at the intersection, driveway or alley to remind drivers who are making turns to
170 yield to bicycles when turning across or merging into the bicycle lane.

171 03 At unsignalized intersections, driveways or alleys on roadways with a shared use path that
172 crosses intersecting streets, driveways or alleys, or when turning vehicles would cross an
173 adjacent bicycle lane and crosswalk, a Turning Vehicles Yield to Bicycles and Pedestrians
174 (R10-15c) sign (see Figure 2B-27) may be used on the approach to or at the intersection or
175 driveway/alley to remind drivers who are making turns to yield to bicycles and to pedestrians in
176 the crosswalk.

177 Support:

178 04 Use of R10-15b and R10-15c signs at signalized intersections is described in Section 2B.53.
179 **The following two new signs are added to Figures 2B-27 and 9B-2]: [approved**
180 **June 2014**



181

182 **R10-15ab**

183 **30" x 30"**

184



R10-15bc

30" x 36"

Figure 9C-6. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

Legend:
* Optional

