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

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

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

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

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

RECOMMENDED MUTCD CHANGES
The following present the proposed changes to the current MUTCD within the context of the
current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
proposed deletions from the MUTCD are shown in red strikethrough. Changes previously
approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
underline for additions and green double strikethrough for deletions. In some cases, background
comments may be provided with the MUTCD text. These comments are indicated by
[highlighted light blue in brackets].
PART 2. SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES AND GATES

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

Option:
01 To supplement traffic signal control, Traffic Signal signs R10-5 through R10-30 may be used to regulate road users.
02 Traffic Signal signs (see Figure 2B-27) may be installed at certain locations to clarify signal control. Among the legends that may be used for this purpose are LEFT ON GREEN ARROW ONLY (R10-5), STOP HERE ON RED (R10-6 or R10-6a) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to lane-use control signals (see Chapter 4M), LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12), and LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27).

Guidance:
03 If used, the LEFT ON GREEN ARROW ONLY (R10-5) sign, the LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign, or the LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27) sign should be located adjacent to the left-turn signal face.
04 If needed for additional emphasis, an additional LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign with an AT SIGNAL (R10-31P) supplemental plaque (see Figure 2B-27) may be installed in advance of the intersection.
05 In situations where traffic control signals are coordinated for progressive timing the Traffic Signal Speed (I1-1) sign may be used (see Section 2H.03).

Standard:
06 The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure 2B-27) shall only be used in conjunction with pedestrian hybrid beacons (see Section 4F.02).
07 The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4G.02).
08 The EMERGENCY SIGNAL – STOP ON FLASHING RED (R10-14 or R10-14a) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle hybrid beacons (see Section 4G.04).

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

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

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

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

Standard:

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

Guidance:

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

Support:

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

Option:

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

Add sign R10-15a to Figure 2B-27. Add * fluorescent yellow-green background color may be used instead of yellow for this sign [approved June 2017]
PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9B. SIGNS

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

Option:

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

Section 9B.14 Other Regulatory Signs

Option:

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

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

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

Support:

04 Use of R10-15b and R10-15c signs at signalized intersections is described in Section 2B.53.

The following two new signs are added to Figures 2B-27 and 9B-2]: [approved June 2014]
Figure 9C-6. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

Legend:
* Optional

**Example of application where parking is prohibited**
- Normal width solid white line
- 50 to 200 feet of dotted line of right-turn lane/mixing zone, typical

**Example of application where parking is permitted**
- Normal width solid white line (optional)
- 50 to 200 feet of dotted line - 2-foot line, 6-foot space

R10-15b
R8-3
R3-17
R7 series sign (as appropriate)