

# National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022  
Phone/Text: 231-4-NCUTCD (231-462-8823)  
E-mail: secretary@ncutcd.org Website: https://ncutcd.org

Item No.: 24B-GMI-03

1  
2  
3  
4  
5

## NCUTCD RECOMMENDATION FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

**COMMITTEE / TASK FORCE:** Guide & Motorist Information Sign Technical Committee  
**ITEM NUMBER:** 24B-GMI-03  
**TOPIC:** Publicly Accessible Off-Street Parking General Service Signs  
**ORIGIN OF REQUEST:** NCUTCD Council Approval 20A-GMI-01 with 11<sup>th</sup> Edition  
**AFFECTED SECTIONS OF MUTCD:** 2D.03 Size of Signs  
 2D.47 Parking Area Guide Sign  
 2D.55 Community Wayfinding Signs  
 2D.60 Signing at Airports  
 2I.01 Size of General Service Signs  
 2I.02 General Service Signs for Conventional Roads

After publication of the 2023 MUTCD, the NCUTCD rescinded all MUTCD prior recommendations. This proposed change is based on one of those prior recommendations.

6 **DEVELOPMENT HISTORY:**  
 7 Approved by GMI TC: 04/24/2024 and 12/17/2024  
 8 Approved by NCUTCD Council: 01/10/2025  
 9

10 *This is a recommended change to the MUTCD that has been approved by the NCUTCD*  
 11 *Council. This proposal does not represent a revision of the MUTCD and does not constitute*  
 12 *official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration*  
 13 *for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal*  
 14 *rulemaking process.*

15  
 16 **SUMMARY:**  
 17 On January 9, 2020, the NCUTCD Council approved 20A-GMI-01, one month after FHWA  
 18 released the NPA for the 11<sup>th</sup> Edition of the MUTCD. Since this material did not make it into the  
 19 final rule, the same proposal has been repeated here and updated to reflect 2023 MUTCD  
 20 language.

21  
 22 **DISCUSSION:**  
 23 This proposal seeks to uniformly utilize the symbol “P” for parking and recognize parking as a  
 24 general service to motorists using blue background (not a destination, green and white). It seeks  
 25 to bring uniformity to parking shapes and symbols already used in the MUTCD for regulatory  
 26 signs by using a circular shape. All of this is described in greater detail in the prior approved  
 27 proposal 20A-GMI-01 (which is provided below). In the prior proposal, it addresses prior FHWA  
 28 representation of this concept in the 2008 NPA and the comment that led to it not being part of  
 29 the 2009 MUTCD, along with the research that has subsequently been conducted that supports  
 30 the approved 20A-GMI-01. The research includes both FHWA Pooled Fund studies and TTI  
 31 Distractor studies. In particular, a comparison is provided, indicating nearly every country

32 worldwide uses the “P” symbol for parking (except Spanish speaking countries that use an “e”).  
33 Finally, this is consistent with many metropolitan areas in the United States which already use  
34 the “P” symbol for parking.

35  
36 The approved proposal addressed all Sponsor comments in 2020 in preparing for the final  
37 approval of 20A-GMI-01. This proposal now incorporates the exact same changes using the  
38 2023 MUTCD text, and incorporates sponsor comments from fall of 2024, including:

- 39 • Inclusion of the 20A-GMI-01 text as there is no historical record of this proposal
- 40 • An option to incorporate the parking symbol consistently in Section 2D.60 for airport  
41 signs

42  
43 **PRIOR PROPOSAL 20A-GMI-01 DISCUSSION:**

44 Over decade ago, the ITE Parking Council presented an evaluation of parking symbol signs in  
45 the United States and other countries and noted that substantial inconsistency was emerging in  
46 the signing of wayfinding to publicly accessible off-street parking. FHWA included a proposal to  
47 include the white “P” on a blue background in the NPA prior to the 2009 MUTCD  
48 approval. It was not included in the 2009 MUTCD at the time and in the Federal  
49 Register it was noted that a comment from NCUTCD expressed a concern from a  
50 perceived confusion with police signs (comment 186 on page 66772).



51  
52 The symbol “P” for parking is consistently utilized in the 2009 MUTCD to designate parking as  
53 follows:

- 54 • For no parking regulatory signs (R7-2, R8-3 – black P with red circle and  
55 slash)
- 56 • For parking restriction signs (R7-21 to R7-23 – black P with green circle)
- 57 • For truck parking (D9-16 – white P with blue background)
- 58 • For recreational and cultural interest parking (R-034 – white P with brown  
59 background)



60  
61 The police sign is the D9-14. It spells out “POLICE” and is commonly  
62 utilized. The symbol “P” is not utilized for police in the United States. Even  
63 in other countries the word police is spelled out. There is research  
64 indicating that the symbol “P” is recognized by the majority of drivers for  
65 parking. The W15-1 sign exists for playgrounds and it is a warning sign not a wayfinding device.



66  
67 **Worldwide Uniformity**

68 The use of the symbol “P” for parking is consistently utilized throughout the world. Comparison  
69 of over 40 countries<sup>1</sup> show that about 90 percent use “P” (or “E” in Spanish) for parking with a  
70 blue background (refer to Table 1). The only exceptions are Brazil and Uruguay who utilize a “E”  
71 but in a red circle (inconsistent with MUTCD), and Canada, Philippines and Australia who  
72 utilized a green circle or “P”. Throughout the United States at airports, event centers and  
73 downtown areas with distributed public parking, the blue background “circle P” is widely utilized.  
74

---

<sup>1</sup> Refer to sign comparisons prepared by Wikipedia:  
[https://en.wikipedia.org/wiki/Comparison\\_of\\_European\\_road\\_signs](https://en.wikipedia.org/wiki/Comparison_of_European_road_signs)  
[https://en.wikipedia.org/wiki/Comparison\\_of\\_MUTCD-influenced\\_traffic\\_signs](https://en.wikipedia.org/wiki/Comparison_of_MUTCD-influenced_traffic_signs)

**Table 1. Comparison to Parking Signs in Various Countries**

Sign	Country	Sign	Country	Sign	Country	Sign	Country
	Austria		Belgium		Czech Republic		Denmark
	Estonia		Finland		France		Germany
	Greece		Hungary		Iceland		Ireland
	Italy		Luxembourg		Netherlands		Norway
	Poland		Portugal		Romania		Russia & Belarus
	Slovakia		Slovenia		Spain		Sweden
	Switzerland & Liechtenstein		Turkey		Ukraine		United Kingdom
	Argentina		Australia		Brazil		Canada
	Chile		Columbia		Indonesia		Japan
	Malaysia		Mexico		New Zealand		Panama
	Peru		Philippines		Uruguay		

76

77

**Basis for Change**

78

79

80

81

82

There are three changes that are recommended. First is to uniformly utilize the symbol “P” for parking. Second is to uniformly use MUTCD colors by recognizing parking as a general service (blue background) to motorists not a destination (green and white). Third is to uniformly utilize circle shape in parking between regulatory (red), restriction (green) and wayfinding (blue). As vehicle automation technology changes, providing uniform messaging on street, in vehicle and

- 83 through various communication media improve overall comprehension, recognition and action.  
84 Spelling out parking on signs is problematic on several fronts:
- 85 • It is not multi-lingual where the symbol “P” is more universal and become more recognizable  
86 than in 2009.
  - 87 • It takes up space on wayfinding signs trying to deliver concise messaging in limited sign  
88 “real estate” – to be consistent the use of the symbol “P” can be more quickly, readily and  
89 broadly be applied for wayfinding signs, pay-to-park situations, dynamic message signs and  
90 in-vehicle navigation.
  - 91 • Spelling the word is inconsistent with already established MUTCD parking signs which are in  
92 the 2009 manual (regulatory, restriction and wayfinding as noted above). Uniformity  
93 between all three functions – regulatory, restriction and wayfinding – leads to the use of the  
94 symbol “P” for parking. Uniformity here is important with future automated vehicles.
  - 95 • It is inconsistent with worldwide application of the symbol “P” for parking.

96  
97 No one stays in a parking facility, any more than they do a gas station, restaurant, motel,  
98 campground or disabled parking space – the others of which are all general motorist service  
99 signs. Parking is not a city, route, river, park, forest, historical site or important destination  
100 (criteria from 2D.02 for application of guide signs). Parking can be an element of a wayfinding  
101 sign but by itself is a place where vehicles are temporarily stored. Parking is a service you  
102 commonly pay for or is provided free as a service to motorists, not their destination and is  
103 commonly ancillary to a destination. Parking should be a blue background, square (or  
104 rectangular) sign with a white border. Parking regulatory signs are red and parking restriction  
105 signs are green.

106  
107 Finally, the uniform shape of the parking symbol on all existing regulatory and restriction signs  
108 are a circle framing the “P” within a rectangular or square sign. To be consistent in the  
109 application of parking messaging a circle, the wayfinding sign should follow these shapes using  
110 a white circle with the parking symbol.

111  
112 In summary, it is recommended that parking be treated as a general motorist service, that it be  
113 designated by the symbol “P” with a circle and used on a blue background square or rectangular  
114 sign.

### 115 **Research to Date**

116 Pooled Fund Studies: The use of the white “P” and blue background has been studied on two  
117 separate occasions. In 2017 the pooled fund study<sup>2</sup> included human factors research on  
118 numerous alternative symbol recreational and cultural interest signs (twelve). The “P” symbol for  
119 parking was one of three signs that had over 85% accurate comprehension (responses for the  
120 “P” symbol were parking, police station or other). The “P” symbol had the highest legibility score  
121 of the various other sign symbols tested. This was part of an evaluation of over different 80  
122 symbols. In 2008 the pooled fund study<sup>3</sup> conducted research on truck parking signs. The signs  
123 all included the “P” symbol and some form of truck symbol. All three “P” signs had 92% “clearly  
124

---

<sup>2</sup> Balk, Kissner, Katz, Comprehension and Legibility of Selected Symbol Signs Phase IV, Traffic Control Devices Pooled Fund Study, December 2017

<sup>3</sup> Katz, Hawkins, Kennedy, Howard, Design and Evaluation of Selected Symbol Signs, Traffic Control Devices Pooled Fund Study, May 2008.

125 understood” ratings (the 2nd highest comprehension score of all the 36 various sign alternatives  
126 tested in this study).

127  
128 2019 TTI Distractor Study: As a part of a broader study of freeway human factors, TTI included  
129 a series of distractor questions. One of those distractor questions pertained to parking signs.  
130 Using the square blue sign with a white circle and white “P” symbol 320 participants were asked  
131 if they saw such a sign where would it be directing you to? There were six options provided  
132 including police station, park, picnic area, playground, parking lot or garage, and don’t know.  
133 The participants of the study<sup>4</sup> were answering several questions regarding freeway research  
134 had a wide range of driving frequency (from 1-4 times a month to at least twice a day). The  
135 surveyed locations were from College Station, TX, Columbus, OH, Dallas, TX, Las Vegas, NV  
136 and Raleigh, NC. The majority (98%) had English as their primary language. The most common  
137 response from the survey was parking lot or garage (56%) which increase as the driving  
138 frequency increased. All other responses were either near zero or were 1/3 or less of the  
139 parking response.

140  
141 **Applications**  
142 The use of white “P” symbol with circle blue parking signs are common in most United States  
143 urban areas. Their use is twofold:  
144 1. Provide wayfinding similar to general service sign application to direct motorists to parking  
145 facilities that are publicly accessible<sup>5</sup>.  
146 2. Provide access/entrance identification to publicly accessible parking at the point of entry.

147  
148 The use of parking general service signs for wayfinding is a MUTCD application. The use of the  
149 parking symbol to identify the entrance/access point to a parking facility has not been subject of  
150 the MUTCD yet it is an important message provided to motorist to identify proper lane and  
151 turning needs to enter facilities from public roads and site roadways open to public travel. This  
152 becomes more important with vehicle automation. By unifying these two functions, safety and  
153 operation of locating parking facilities for motorist, given complex urban environments, can be  
154 improved (proper approach lane, better advance identification of access).

155  
156 Wayfinding using the general motorist service sign could include use of arrows (rectangular  
157 sign) or combination of parking facility name. This would replace the existing D4-1 sign in  
158 Section 2D.47 with a new sign in Section 21.02 as noted below.

159  
160 The design of the sign would be a white font and circle using an E-modified font with a blue  
161 background. Character of the “P” and circle should follow Standard Highway Signs that already  
162 utilize the P symbol.<sup>6</sup>

163  
164

---

<sup>4</sup> Chrysler, Fitzpatrick, Texas Transportation Institute, 2019, unpublished research.

<sup>5</sup> Publicly accessible means that any motorist can utilized the facility (free or paid) without restriction. For example, customers, visitors, and general public can access the facility. Parking that is exclusive to certain users is not publicly accessible (employee only, resident only).

<sup>6</sup> Standard Highway Signs, US DOT, 2004 Edition, page 1-104 for R8-3a and 2012 Supplement R7-21, R7-23 and D9-16.

165 **RECOMMENDED MUTCD CHANGES:**  
 166 The following present the proposed changes to the current MUTCD within the context of the  
 167 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
 168 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
 169 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
 170 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,  
 171 background comments may be provided with the MUTCD text. These comments are indicated  
 172 by [bracketed white text in shaded green].

173  
 174 **PART 2. SIGNS**

175  
 176 **CHAPTER 2D. GUIDE SIGNS – CONVENTIONAL ROADS**

177  
 178 **Section 2D.03 Size of Signs**

179 **Table 2D-1. Conventional Road Guide Sign and Plaque Sizes (Sheet 2 of 2)**

Sign or Plaque	Designation	Section	Conventional Road	Minimum	Oversized
<del>Parking Area Directional</del>	<del>D4-1</del>	<del>2D.47</del>	<del>30 x 24</del>	<del>18 x 15</del>	<del>-</del>

180  
 181 ~~**Section 2D.47 Parking Area Guide Sign (D4-1)**~~

182 ~~**Option:**~~

183 ~~01—The Parking Area (D4-1) guide sign (see Figure 2D-14) may be used to show the direction to a~~  
 184 ~~nearby public parking area or parking facility.~~

185 [Text moved to paragraph 16a of Section 2I.02]

186 ~~**Standard:**~~

187 ~~02—The smaller size of 18 x 15 inches for the Parking Area guide sign shall be limited to minor,~~  
 188 ~~low-speed streets.~~

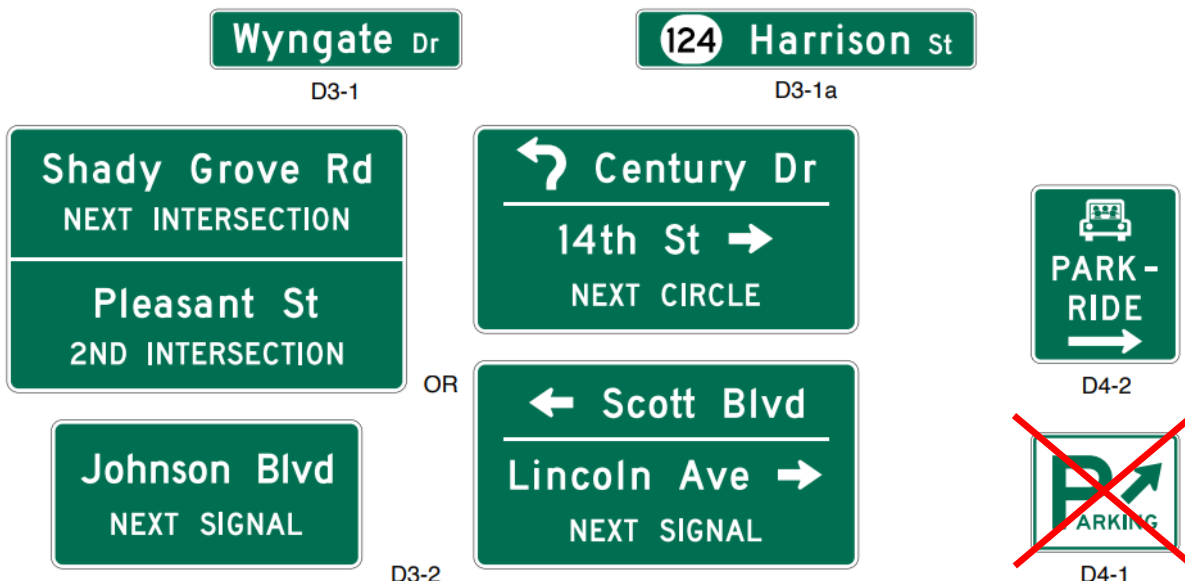
189 ~~*Guidance:*~~

190 ~~03—If used, the Parking Area guide sign should be installed on major thoroughfares at the nearest point~~  
 191 ~~of access to the parking facility and where it can advise drivers of a place to park. The sign should not be~~  
 192 ~~used more than four blocks from the parking area.~~

193 [Similar text moved to paragraph 16b of Section 2I.02]

194  
 195 [Remove D4-1 from Figure 2D-14, replaced by new D9-XX]

Figure 2D-14. Street Name and Parking Signs



196

197

198

199

200

201

202

203

204

205

206

207

208

209

210

211

212

213

214

215

216

217

218

219

220

221

222

223

OTHER GUIDE SIGNS

Section 2D.55 Community Wayfinding Signs

[Paragraphs 01-34 omitted]

Standard:

35 If a lettering style other than the Standard Alphabets is used, the alternative lettering style shall be conventional in form. The letters, numerals, and other characters shall not be italic, oblique, script, highly decorative, or of other unusual forms.

36 In accordance with Section 2A.04, except for signs that are designed and located with the intent to be viewed only by pedestrians, bicyclists stopped out of the flow of traffic, or occupants of parked vehicles, Internet and e-mail addresses, including domain names and uniform resource locators (URL), and scanning graphics for the purpose of obtaining information (see Section 2A.04), shall not be displayed on any community wayfinding guide sign or sign assembly.

37 The arrow location and priority order of destinations shall follow the provisions described in Sections 2D.08 and 2D.36. Arrows shall be of the designs provided in Section 2D.08.

Option:

38 Pictographs (see definition in Section 1C.02) may be used on community wayfinding guide signs.

Standard:

39 If a pictograph is used, its height shall not exceed 2 times the height of the upper-case letters of the principal legend on the sign.

40 Except for pictographs, symbols that are not approved in this Manual for use on guide signs shall not be used on community wayfinding guide signs.

41 Business logos, commercial graphics, or other forms of advertising (see Section 1D.07) shall not be used on community wayfinding guide signs or sign assemblies.

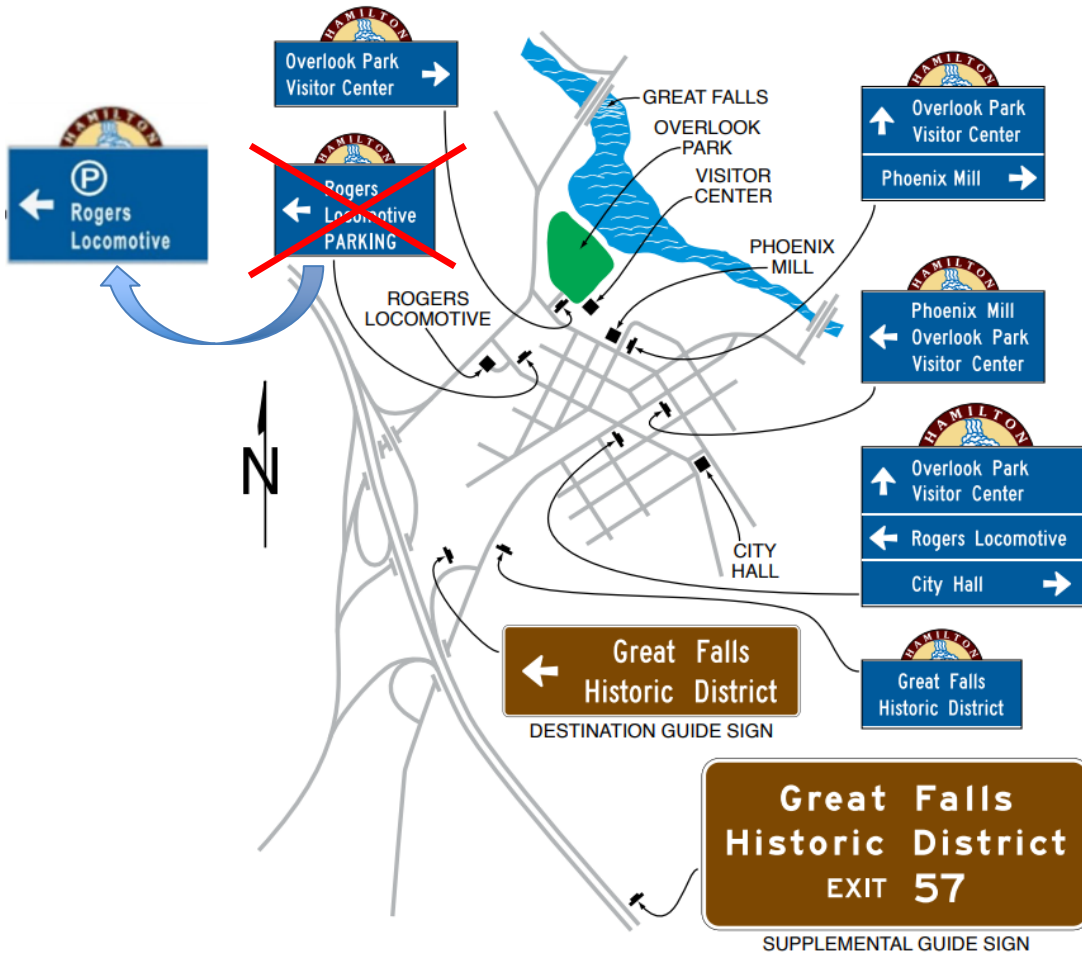
Guidance:

41a When used on community wayfinding signs, publicly accessible parking wayfinding should use the parking symbol (see Section 2I.02).



224 Option:  
 225 42 Other graphics that specifically identify the wayfinding system, including identification markers,  
 226 may be used on the overall sign assembly and sign supports.  
 227 Support:  
 228 43 An identification marker consists of a shape, color, and/or pictograph that is used as a visual  
 229 identifier for the community wayfinding guide signing system for an area. Figure 2D-30 shows examples  
 230 of identification marker designs that can be used with community wayfinding guide signs.  
 231 Option:  
 232 44 An identification marker may be used in a community wayfinding guide sign assembly, or may be  
 233 incorporated into the overall design of a community wayfinding guide sign, as a means of visually  
 234 identifying the sign as part of an overall system of community wayfinding signs and destinations.  
 235 **Standard:**  
 236 45 **The sizes and shapes of identification markers shall be smaller than the community wayfinding**  
 237 **guide signs themselves. Identification markers shall not be designed to have an appearance that**  
 238 **could be mistaken by road users as being a traffic control device.**  
 239 *Guidance:*  
 240 46 *The area of the identification marker should not exceed 1/3 of the area of the community wayfinding*  
 241 *guide sign with which it is mounted in the same sign assembly.*  
 242

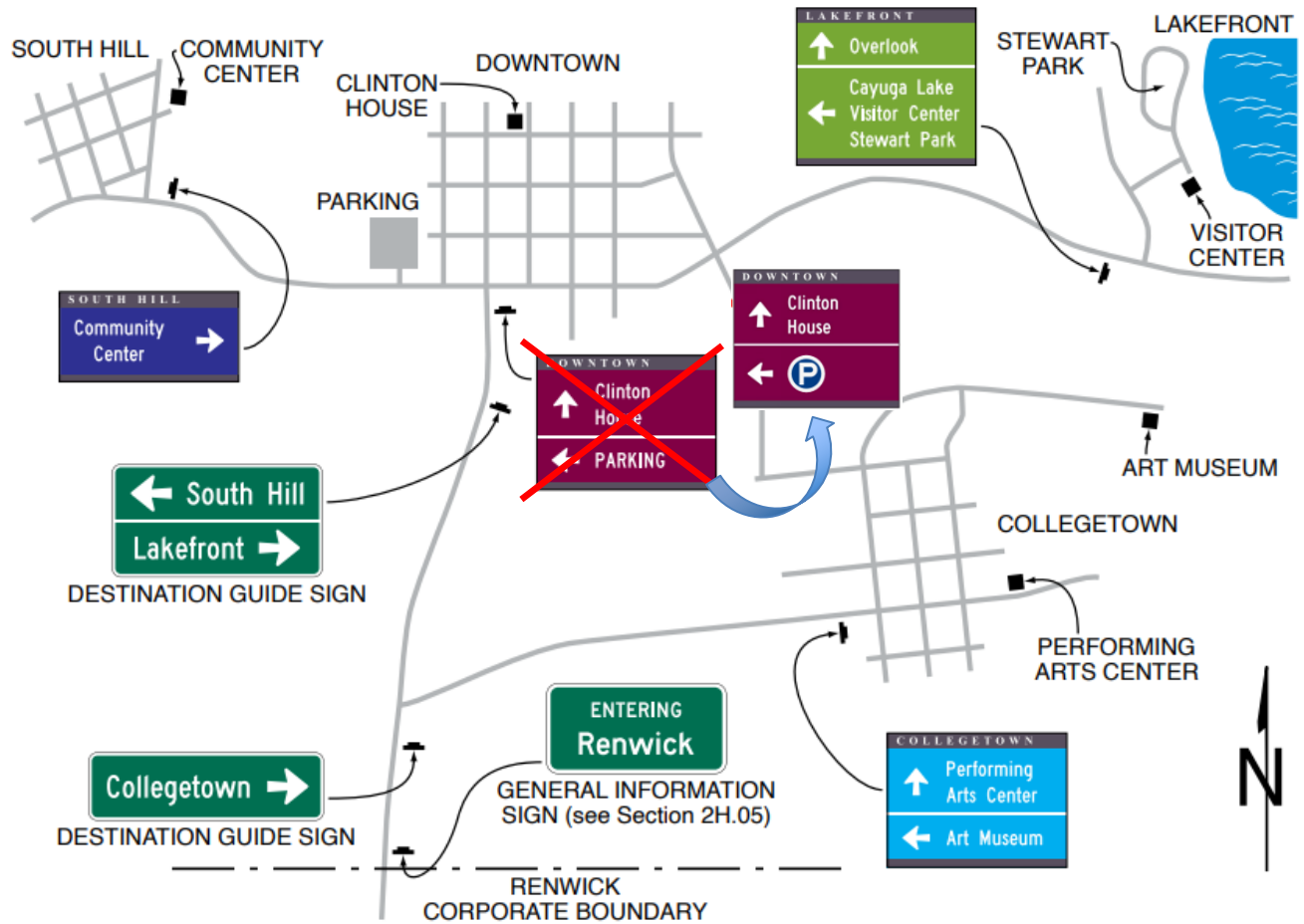
**Figure 2D-31. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway**



243



**Figure 2D-32. Example of a Color-Coded Community Wayfinding Guide Sign System**



244

245 **Section 2D.60 Signing at Airports**

246 Support:

247 01 Many roadways within airport facilities (including terminal curbside roadways) are considered to be  
 248 conventional roads because they typically have frequent driveways and at-grade intersections and might  
 249 have pedestrian activity along and/or across them.

250 02 Some airport roadways have full or partial control of access and operating speeds higher than 45  
 251 mph and thus would be classified as freeways or expressways for signing purposes (see Chapter 2E).  
 252 Freeway or expressway conditions typically exist on the approaches to the airport from other highways;  
 253 on the approaches to access points to terminals, parking, and other patron facilities; and on roadways that  
 254 provide exits from the airport facility to connect with the local or regional highway network.

255 03 Roadways within airports and other similarly-contained roadway networks with multiple closely-  
 256 spaced access points to multiple destinations (such as terminals, parking facilities, rental car facilities, and  
 257 other airport services) often present challenges for the application of guide signing. Closely-spaced signs,  
 258 excessive sign messaging either co-located or in succession, and the resulting excessive informational  
 259 load imposed on the road user are of particular concern for such roadways. The Transportation Research  
 260 Board’s Airport Cooperative Research Program Report 52, “Wayfinding and Signing Guidelines for  
 261 Airport Terminal and Landside,” contains additional information on the application of traffic control  
 262 devices to the unique geometrics and roadway environment that are typical of airports.

263 04 An example of major guide signing on the approaches to and within an airport facility roadway  
 264 network is shown in Figure 2D-39.

265 Option:  
266 04a The parking symbol (see Section 2I.02) may be used instead of the word PARKING on guide signs  
267 within airport facilities.

268 *Guidance:*  
269 *05 If adequate sign spacing cannot be provided due to the site and roadway characteristics of an*  
270 *airport or similar facility, then measures should be taken to reduce the speeds of vehicles on the roadway*  
271 *to provide road users with adequate time to comprehend and respond to the sign messages.*  
272 *Consideration should also be given to increasing the sign letter heights to provide greater viewing*  
273 *distances and decision times. Where a single terminal serves a large number of airlines, the airline*  
274 *information should be displayed on separate signs that appear in sequence to limit the number of airlines*  
275 *displayed on a single sign or at a single location. Changeable message signs (see Chapter 2L) should not*  
276 *be used to rotate the display of airlines to an approaching road user.*

277 *Support:*  
278 *06 There are various methods that can be used to help reduce vehicle speeds, including roadway*  
279 *geometric changes, implementing traffic calming measures, and increased enforcement. Provisions on*  
280 *setting speed limits are found in Section 2B.21.*

## 281 CHAPTER 2I. GENERAL SERVICES

### 282 Section 2I.01 Sizes of General Service Signs

283 *Table 2I-1. General Service Sign and Plaque Sizes*

Sign or Plaque	Sign Designation	Section	Conventional Road	Freeway or Expressway
<a href="#">Parking</a>	<a href="#">D9-XX</a>	<a href="#">2I.02</a>	<a href="#">24 x 24</a>	<a href="#">30 x 30</a>
<a href="#">Parking Plaque</a>	<a href="#">D9-XXP</a>	<a href="#">2I.02</a>	<a href="#">12 x 24</a>	<a href="#">12 x 30</a>

### 285 Section 2I.02 General Service Signs for Conventional Roads

287 *Support:*  
288 *01 On conventional roads, commercial services such as gas, food, and lodging generally are within sight*  
289 *and are available to the road user at reasonably frequent intervals along the route. Consequently, on this*  
290 *class of road there usually is no need for special signs calling attention to these services. Moreover,*  
291 *General Service signing is usually not needed in urban areas except for hospitals, law enforcement*  
292 *assistance, tourist information centers, [parking](#), and camping.*

293 *Option:*  
294 *02 General Service signs (see Figure 2I-1) may be used on conventional roads where such services are*  
295 *infrequent and are found only on an intersecting highway or crossroad.*

Figure 2I-1. General Service Signs and Plaques



296  
297  
298  
299

**Standard:**

03 All General Service signs and supplemental sign panels shall have a white legend and border on a blue background.

**Guidance:**

04 General Service signs should be installed at a suitable distance in advance of the turn-off point or intersecting highway.

05 States that elect to provide General Service signing should establish a statewide policy or warrant for its use, and criteria for the availability of services. Local jurisdictions electing to use such signing should follow State policy for the sake of uniformity.

306 Option:  
307 06 Individual States may sign for whatever alternative fuels are available at appropriate locations.

308 **Standard:**  
309 07 **To be eligible for an EV Charging General Service sign on a conventional road, the EV**  
310 **chargers provided shall meet the criteria for Direct Current Fast Chargers provided in 23 CFR**  
311 **680.106 and be in continuous operation at least 16 hours per day, 7 days per week.**  
312 08 **General Service signs, if used at intersections, shall be accompanied by a directional message.**

313 Option:  
314 09 The Advance Turn (M5 series) or Directional Arrow (M6 series) auxiliary plaques (see Figure 2I-1)  
315 with white arrows on blue backgrounds may be used with General Service symbol signs to create a  
316 General Service directional assembly.  
317 10 The General Service sign legends may be either symbols or word messages.

318 **Standard:**  
319 11 **Symbols and word message General Service legends shall not be intermixed on the same sign.**  
320 12 **The Pharmacy (D9-20) sign shall only be used to indicate the availability of a pharmacy that is**  
321 **open, with a State-licensed pharmacist present and on duty, 24 hours per day, 7 days per week, and**  
322 **that is located within 3 miles of an interchange on the Federal-aid system. The D9-20 sign shall have**  
323 **a 24 HR (D9-20aP) plaque mounted below it.**  
324 13 **Use of the Hospital (D9-2) sign or the HOSPITAL (D9-13aP) plaque (see Figure 2I-1) shall be**  
325 **limited to facilities that operate 24 hours per day, 7 days per week.**

326 Option:  
327 14 The Emergency Medical Services (D9-13) sign (see Figure 2I-1 and Paragraph 20 of this Section)  
328 may be used for facilities that provide emergency medical care but do not operate on a full-time basis.  
329 Support:

330 15 Formats for displaying different combinations of these services are described in Section 2I.03.

331 Option:  
332 16 If the distance to the next point at which services are available is 10 miles or more, a Next Services  
333 Advance (D9-17P) plaque (see Figure 2I-2) may be installed below the General Service sign.

334 Guidance:  
335 16a The Parking (D9-XX) sign (see Figure 2I-1) should be used at the entrance to an off-street, publicly  
336 accessible parking area.

337 Option:  
338 [Some of this text was moved from Section 2D-47, which is proposed for removal]  
339 16b The Parking (D9-XX) sign, with accompanying Advance Turn and Directional Arrow auxiliary  
340 plaques (white on blue), may be installed on approach routes to show the direction to nearby publicly  
341 accessible parking areas. For large parking areas, the Parking (D9-XX) sign may be supplemented with:  
342 A. A parking facility name or logo; and/or  
343 B. A changeable message sign element showing the number of available spaces and/or parking fee  
344 with a changeable message letter height for numeric digits of at least six inches.

345 16c A PARKING (D9-XXxP) educational plaque may be mounted below the D9-XX sign.

346 17 The International Symbol of Accessibility (D9-6) sign (see Figure 2I-1) may be used beneath  
347 General Service signs where paved ramps and rest room facilities accessible to, and usable by, persons  
348 with disabilities are provided.

349 Guidance:

350 18 *When the D9-6 sign is used in accordance with Paragraph 16 of this Section, and van-accessible*  
351 *parking is available at the facility, a VAN ACCESSIBLE (D9-6P) plaque (see Figure 2I-1) should be*  
352 *mounted below the D9-6 sign.*

353 Option:

354 19 The Recreational Vehicle Sanitary Station (D9-12) sign (see Figure 2I-1) may be used as needed to  
355 indicate the availability of facilities designed for the use of dumping wastes from recreational vehicle  
356 holding tanks.

357 20 The Litter Container (D9-4) sign (see Figure 2I-1) may be placed in advance of roadside turn-outs or  
358 rest areas, unless it distracts the driver's attention from other more important regulatory, warning, or  
359 directional signs.

360 21 The Emergency Medical Services (D9-13) symbol sign (see Figure 2I-1) may be used to identify  
361 medical service facilities that have been included in the Emergency Medical Services system under a  
362 signing policy developed by the State and/or local highway agency.

363 **Standard:**

364 22 **The Emergency Medical Services symbol sign shall not be used to identify services other than**  
365 **qualified hospitals, ambulance stations, and qualified free-standing emergency medical treatment**  
366 **centers. If used, the Emergency Medical Services symbol sign shall be supplemented by a sign or**  
367 **plaque, as provided in Paragraph 22 of this Section, identifying the type of service provided.**

368 Option:

369 23 The Emergency Medical Services symbol sign may be used above the HOSPITAL (D9-13aP) plaque  
370 or above a plaque with the legend AMBULANCE STATION (D9-13bP), EMERGENCY MEDICAL  
371 CARE (D9-13cP), or TRAUMA CENTER (D9-13dP). The Emergency Medical Services symbol sign  
372 may also be used to supplement Telephone (D9-1), Channel 9 Monitored (D12-3) (see Figure 2I-8), or  
373 POLICE (D9-14) signs.

374 **Standard:**

375 24 **The legend EMERGENCY MEDICAL CARE shall not be used for services other than**  
376 **qualified free-standing emergency medical treatment centers.**

377 *Guidance:*

378 25 *Each State should develop a policy for the implementation of the Emergency Medical Services*  
379 *symbol sign.*

380 26 *The State should consider the following guidelines in the preparation of its policy:*

381 *A. AMBULANCE*

382 *1. 24-hour service, 7 days per week.*

383 *2. Staffed by two State-certified persons trained at least to the basic level.*

384 *3. Vehicular communications with a hospital emergency department.*

385 *4. Operator should have successfully completed an emergency-vehicle operator training course.*

386 *B. HOSPITAL*

387 *1. 24-hour service, 7 days per week.*

388 *2. Emergency department facilities with a physician (or emergency care nurse on duty within*  
389 *the emergency department with a physician on call) trained in emergency medical procedures*  
390 *on duty.*

391 *3. Licensed or approved for definitive medical care by an appropriate State authority.*

392 *4. Equipped for radio voice communications with ambulances and other hospitals.*

393 *C. Channel 9 Monitored*

394 *1. Provided by either professional or volunteer monitors.*

395 *2. Available 24 hours per day, 7 days per week.*

396 *3. The service should be endorsed, sponsored, or controlled by an appropriate government*  
397 *authority to guarantee the level of monitoring.*