



# National Committee on Uniform Traffic Control Devices

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Item Number: 26A-TTC-02

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

**COMMITTEE / TASK FORCE:** Temporary Traffic Control Technical Committee  
**ITEM NUMBER:** 26A-TTC-02  
**TOPIC:** Staff Height for STOP/SLOW Paddle  
**ORIGIN OF REQUEST:** TTC Chapter 6D/6E Task Force  
**AFFECTED SECTIONS OF MUTCD:** 6D.02, 7D.02

### DEVELOPMENT HISTORY:

Approved by TTC TC: ..... 01/07/2026, 06/24/2026  
Concurrence by RWSTC: ..... 06/24/2026  
Approved by NCUTCD Council: ..... 06/25/2026

*This is a recommended change 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:

This recommendation adds a Guidance statement for a minimum staff height for STOP/SLOW paddles, along with Option statements to use a hand-held paddle for short-duration work or emergency traffic control situations and for adult crossing guards.

### DISCUSSION:

The TTC Technical Committee recommends this change to address flagger fatigue during prolonged operations by encouraging a more ergonomic posture, reducing the need to hold the paddle aloft for extended periods. By recommending that the paddle be mounted on a staff tall enough to rest on the ground while still maintaining visibility to approaching or stopped traffic, this change promotes both flagger comfort and traffic safety. The 5-foot minimum height ensures that the paddle remains visible to road users, consistent with current visibility expectations, while improving working conditions for flaggers.

In instances where the use of a full-length staff may be impractical or unnecessary, the option to use the hand-held paddle provides a practical, portable solution without compromising the effectiveness of traffic control in the short term.

The recommendation includes the recommended changes from 25A-TTC-05 previously approved by NCUTCD Council in June 2025.

## 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 bracketed white text in shaded green.

# PART 6

## TEMPORARY TRAFFIC CONTROL

### CHAPTER 6D. FLAGGER CONTROL

#### Section 6D.02 STOP/SLOW Paddle for Hand-Signaling

##### Guidance:

*The STOP/SLOW paddle (see Section 6G.03a and Figure 6D-1 ~~and Table 6G-1~~) should be the primary and preferred hand-signaling device because the STOP/SLOW paddle gives road users more positive guidance than red flags.*

[Paragraph 02 below was relocated to a new Section within Chapter 6G in 25A-TTC-05, June 2025]

##### ~~Standard:~~

~~02 — The STOP/SLOW paddle (R1-1 and W20-8) shall have an octagonal shape on a rigid handle. When used at night, the STOP/SLOW paddle shall be retroreflectorized.~~

02a — The STOP/SLOW paddle should be mounted on a rigid staff so there is a minimum of 5 feet between the bottom of the sign and the ground.

##### Option:

02b — For short-duration work (see Section 6B.01a) or emergency traffic control situations, a hand-held STOP/SLOW paddle with a staff or handle length of less than 5 feet may be used by a flagger.

[Work durations from Section 6N.01 moved to recommended Section 6B.01a in 24B-TTC-03, Jan 2025]

03 A STOP/STOP or a SLOW/SLOW paddle may be used in certain situations (see Section 6D.05), provided the device meets the size and shape requirements for the STOP/SLOW paddle.

##### ~~Guidance:~~

~~04 — The STOP/SLOW paddle should be fabricated from light semi-rigid material.~~

[Paragraph 04 was relocated to a new Section within Chapter 6G in 25A-TTC-05.]

##### ~~Support:~~

~~05 — The optimum method of displaying a STOP or SLOW message is to place the STOP/SLOW paddle on a rigid staff that is tall enough that when the end of the staff is resting on the ground, the message is high enough to be seen by approaching or stopped traffic.~~

##### ~~Option:~~

[Paragraphs 06 through 09 below were relocated to a new Section within Chapter 6G in 25A-TTC-05]

~~06 — The STOP/SLOW paddle may be modified to improve conspicuity by incorporating either white or red flashing lights on the STOP face, and either white or yellow flashing lights on the SLOW face. The flashing lights may be arranged in any of the following patterns:~~

~~A. Two white or red lights, one centered vertically above and one centered vertically below the STOP legend; and/or two white or yellow lights, one centered vertically above and one centered vertically below the SLOW legend;~~

~~B. Two white or red lights, one centered horizontally on each side of the STOP legend; and/or two white or yellow lights, one centered horizontally on each side of the SLOW legend;~~

- ~~C. One white or red light centered below the STOP legend; and/or one white or yellow light centered below the SLOW legend;~~
- ~~D. A series of eight or more small white or red lights no larger than 1/4 inch in diameter along the outer edge of the paddle, arranged in an octagonal pattern at the eight corners of the border of the STOP face; and/or a series of eight or more small white or yellow lights no larger than 1/4 inch in diameter along the outer edge of the paddle, arranged in a diamond pattern along the border of the SLOW face; or~~
- ~~E. A series of white lights forming the shapes of the letters in the legend.~~

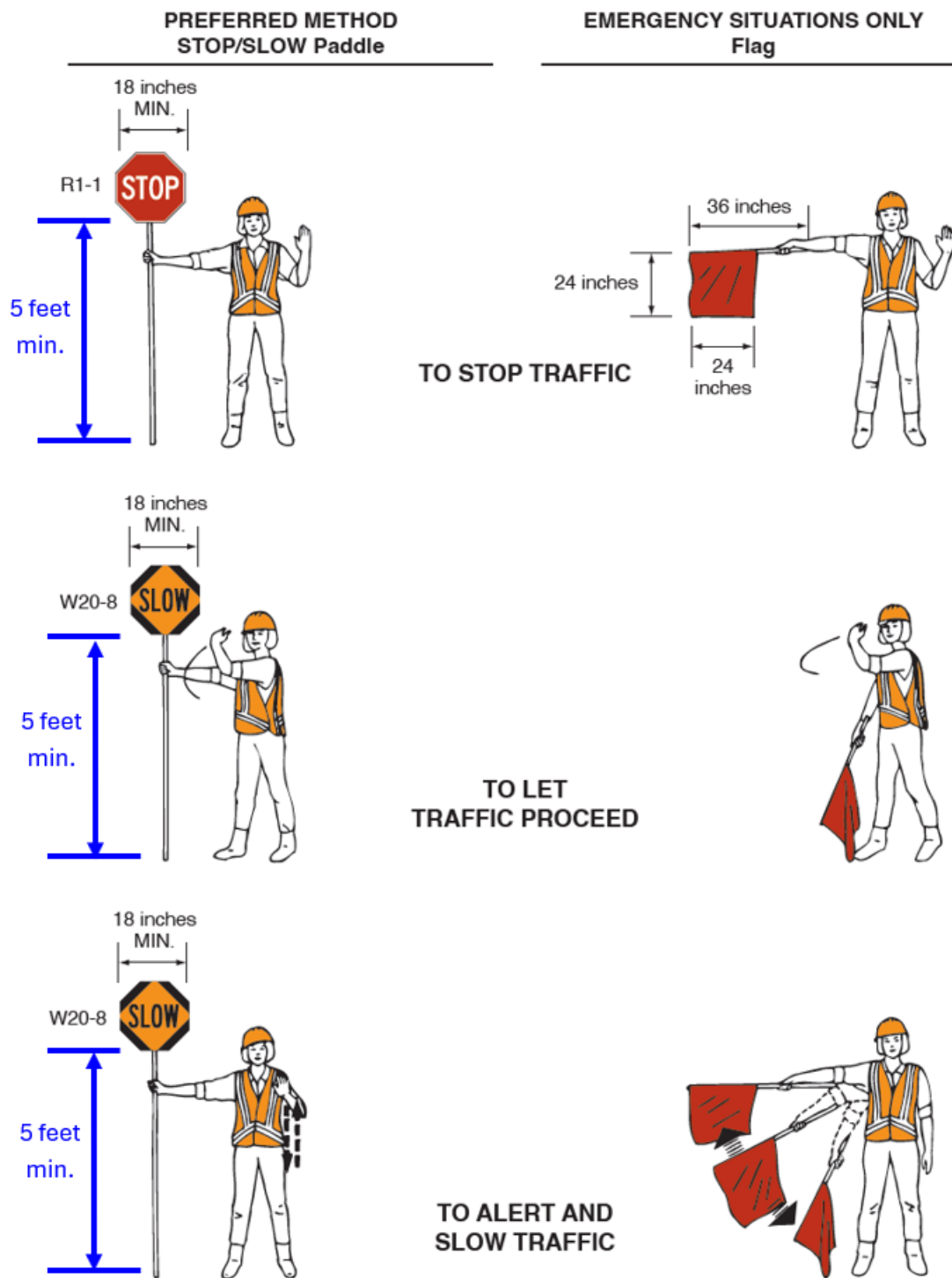
**~~Standard:~~**

- ~~07. If flashing lights are used on the STOP face of the paddle, their colors shall be all white or all red. If flashing lights are used on the SLOW face of the paddle, their colors shall be all white or all yellow.~~
- ~~08. If more than eight flashing lights are used, the lights shall be arranged such that they clearly convey the octagonal shape of the STOP face of the paddle and/or the diamond shape of the SLOW face of the paddle.~~
- ~~09. If flashing lights are used on the STOP/SLOW paddle, the flash rate shall be at least 50, but not more than 60, flashes per minute.~~

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**Figure 6D-1. Use of Hand-Signaling Devices by Flaggers**

[Adding minimum staff height]



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# PART 7

## TRAFFIC CONTROL FOR SCHOOL AREAS

### CHAPTER 7D. CROSSING SUPERVISION

#### Section 7D.02 Operating Procedures for Adult Crossing Guards

**Standard:**

Law enforcement officers performing school crossing supervision and adult crossing guards shall wear high-visibility retroreflective safety apparel labeled as ANSI 107-2020 standard performance Class 2, Type R, as described in Section 6C.05.

Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians are about to use or are using the crosswalk, and that all vehicular traffic must stop.

Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device.

The STOP paddle shall comply with the provisions for a STOP/SLOW paddle (see Section 6D.02) except both sides shall be a STOP face.

Option:

Adult crossing guards may use a hand-held STOP paddle.

Standard:

The paddle shall be retroreflective or illuminated when used during hours of darkness.