



WALKER
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MUTCD UPDATE & COMMENT SUBMITTALS

Prepared for PCC, NPA & IPMI May 2021 BY Mary S Smith
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BUILDING ENVELOPE

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FORENSIC RESTORATION

PARKING DESIGN

PLANNING

INTRODUCTION

On December 14, 2020, the Federal Highway Administration (FHWA) published PROPOSED changes to the Manual on Uniform Traffic Control Devices (MUTCD), which is the US standard for signs, pavement markings and other devices on streets and roads. In the Federal process, the document is known as a Notice of Proposed Amendments (NPA). Comments are due May 14, 2021. When finalized and adopted, perhaps before the end of 2021, it will be the 11th edition of MUTCD.

This document discusses the proposed changes relative to parking, and suggests comments to be submitted by the parking industry groups and/or parking professionals. We do have a voice and can influence the standards.

In addition, it is an opportunity to remind the industry of how it applies...and doesn't apply... to signage and other TCDs for parking.

There is a comment form for very specific and extensive comments, however letters with supporting documents are also acceptable. They should be posted to the "docket" at <https://www.regulations.gov/commenton/FHWA-2020-0001-0001>

For further discussion or questions, please contact:

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AGENDA

Brief Overview of
MUTCD and Legal Issues

Review of Signs and
Other TCDs per MUTCD

Proposed Industry
Comments to be
Submitted to FHWA

DEFINITION OF TRAFFIC CONTROL DEVICES (TCD)

Clean NPA definition with some helpful examples and exclusions:

265. Traffic Control Device—all signs, signals, markings, channelization devices, or other devices that use colors, shapes, symbols, words, sounds, and/or tactile information for the primary purpose of communicating a regulatory, warning, or guidance message to road users on a street, highway, pedestrian facility, bikeway, pathway, or site roadway open to public travel. Infrastructure elements that restrict the road user’s travel paths or vehicle speeds, such as curbs, speed humps, and other raised roadway surfaces, are not traffic control devices. Transverse or longitudinal rumble strips are also not traffic control devices. Operational devices associated with the application of traffic control strategies such as in-vehicle electronics, fencing, roadway lighting, barriers, and attenuators are shown in the Manual for context but their design, application, and usage are not specified since they are not traffic control devices.

THE EVOLUTION OF KEY LANGUAGE FOR THE PARKING INDUSTRY

As defined in Section 1C.02, traffic control devices shall be defined as include all signs, signals, markings, channelizing devices, and or other devices that use color, shapes, symbols, words, sounds, and/or tactile information for the primary purpose of communicating a used to regulatorve, warning, or guidance message to road users one traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, pathway or private road site roadway open to public travel (see definition in Section 1A.13) by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction. This paragraph moved from the existing Introduction

Site Roadways Open to Public Travel (SROPT):

- A site is legally-defined parcel or parcels of land that contains land uses open for public visitation. It can be publicly owned (such as a city hall, or state university property) or privately owned.
- FHWA believed that MUTCD applied to SROPT since 1999. However, they realized practitioners didn't believe that, primarily due to the language "by authority having jurisdiction"; the state and local jurisdictions didn't have authority over signs on private property.
- In 2007, FHWA put out this clarification (red highlights by Walker):
".....For the purpose of MUTCD applicability, **open to public travel includes** toll roads and roads within shopping centers, **parking lot areas**, airports, sports arenas, and other similar business and/or recreation facilities that are **privately owned** but where the public is allowed to travel without access restrictions. Military bases and other gated properties where access is restricted and private highway-rail grade crossings are not included in this definition."
- In 2009, they deleted "parking lot areas" from the above, and further gave a specific exception for compliance with MUTCD to parking facilities. They also added the Sites Open to Public Travel language.
- In 2020, they are revising Site Open to Public Travel to Site Roadways Open to Public Travel to clean it up/clarify further.
- The term Site in MUTCD is parallel to the language of ADA which has separate requirements for "Sites" and the "Public Right-of-Way". For any not familiar with the distinction:
 - Public Right-of-Way (PROW): an area of land purchased by, or donated or deeded to, a governmental entity for travel, utilities etc between land uses. Travel may include one of the following, and not necessarily all: vehicles, pedestrians, bikes etc.

THE FEDS WERE TIRED OF THIS:



Picture and tag line from FHWA presentation on changes in draft 2009 MUTCD

**Green STOP sign with a pictograph---
endangered species!**

AND, REPUTEDLY THIS....

wrong color, wrong font,
wrong arrow, wrong border
background not retroreflective



Correct, per 2009 MUTCD

THE GOOD NEWS....AND TO REPEAT FOR CLARITY

In 2009 10th edition, FHWA exempted parking facilities from SOPT required to meet MUTCD.

And

In 2020 draft of 11th Edition, parking is still exempted and they added Roadways to the term of SOPT to make it absolutely clear that parking is not required to comply with MUTCD.

So why are we proposing comments?

Because it still applies to signs for parking on SROPT and PROW.....which many of us in PCC/NPA/IPMI design or own. On-street parking is the key example.

And it is a good time to review the requirements for the industry. It is noted that the 2009 edition and the NPA both state that TCDs in parking “should” comply with MUTCD but again, it clearly is not required. We would suggest that when a message covered by a regulatory sign is used (stop, speed limit, etc.) that it comply to the extent practicable, but perhaps not to full required size, mounting detail etc. Another good use of MUTCD details is the “no pedestrian” symbol, and crosswalk markings and signage.

MUTCD LEGALITIES

- Published by Federal Highway Administration (FHWA)
 - Authorized by Federal Law to create uniformity of signs and other devices across US for the common good.
 - Model code like IBC, states must adopt for it to be required in a state.
 - State must (and all do) “substantially” adopt MUTCD within 2 years from FHWA adoption or risk losing all Federal Highway Funds. Fairly well-enforced/followed on state and federal highways.
 - Local jurisdictions sometimes ignore, especially for non-regulatory signs. Examples:
 - Some cities have adopted what they view as more aesthetically-pleasing street name signs.
 - Many “community wayfinding” signs posted by cities do not comply.
 - Few if any jurisdictions enforce on Sites (including those owned by governmental entities) and private property.
 - The FHWA acknowledges that no one may enforce on Sites, but they say compliance/enforcement is encouraged by **liability for personal and property injuries.**

Compliant Street Name Signs: 9” high with 6” letters, MUTCD font, green background with white border, retroreflective, etc.



D3-1

Non-compliant sign:



Courtesy Brookline Patch

NCUTCD

- Industry input provided by National Committee on Uniform Traffic Control Devices (NCUTCD)
 - Meets twice a year to propose, draft and approve recommended changes
 - FHWA can use or not use, but generally pays attention.
 - Set up a sub-committee on SOPT after 2007. Several reps from parking, most dropped out after FHWA exempted parking and the sub-committee decided to NOT recommend that MUTCD apply to parking. Committee was then focused on SOPT signs, but did debate what roadways were parking and not covered, and what were SOPT even if they had parking along the roadway.
 - Mary Smith (Walker) continued to participate until the draft SOPT recommendations were issued.
 - Randy McCourt (past president of ITE and long time friend of parking at ITE) has kept Mary informed of other parking issues, including on-street parking signs and has requested our support of the comments proposed herein.
- As discussed later, most of the recommendations of the SOPT committee are reflected in the NPA.

GOAL OF FEDS IS LAUDABLE

- Signs/markings are same everywhere, so immediately recognizable, often without words
 - Shape/color/reflectivity...”look” of sign as important as words.
 - Some things like borders, all caps text based on decisions maybe 50 yrs ago. They’ll consider impact of specific change proposed for parking in much broader terms/precedent for other requests, including the cost to change out existing non-conforming signs after a change (which is required by the applicable laws.)
 - Our comments should stay within general boundaries of 2009 not “tilt at windmills” (like changing font or arrow styles or arguing that MUTCD should not apply to SROPT.)



Non-compliant signs



A FEW IMPORTANT RULES FOR COMPLIANCE

- “Should” is recommended but not required.
- “Shall” is required.
- Text wording on signs may be modified as appropriate.
- Symbols MAY NOT BE MODIFIED and you can’t use unapproved symbols.
 - There is a process to get temporary approval of symbols (and signs) for circumstances not covered by MUTCD, but FHWA has to approve it.
- They try to not renumber old sign numbers, because so many agencies regularly specify, use and stock signs by those names. Therefore, some naming of signs is seemingly out of order.
- And some great NPA language about responsibility of road users as fundamental to designing TCDs.

Section 1A.03 Target Road Users

Support:

There are two groups of target road users for traffic control devices:

A. Operators of vehicles, including bicyclists -- This target user is a reasonable and prudent individual who is alert and attentive, has demonstrated a basic proficiency in operating a vehicle on a specific facility, has demonstrated a basic understanding of traffic control devices and traffic laws, and is operating in a lawful manner that is appropriate for the facility and conditions, while demonstrating due care for the current conditions on the roadway.

B. Pedestrians – This target user is an alert and attentive individual who is functioning in a lawful manner that is appropriate for the facility and conditions, while demonstrating due care for the current conditions on the roadway. Pedestrians with disabilities might be blind or vision-impaired, have mobility limitations, or other impairments.

Because of the connectivity of the transportation network, familiarity of the target road users with a particular location cannot be presumed for the purpose of selecting and installing traffic control devices.

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SETTING SPEED LIMITS IN PARKING IS A COMMON REQUEST BUT IS PARTICULARLY TRICKY

- We are all familiar with the MUTCD speed limit sign. If you want to set a speed limit, even in parking, use that sign design.
 - Some states laws/practice will allow police to ticket on private property IF signs meet MUTCD.
 - Speed limits should be in even 5 mph increments. Arbitrarily too low (5 mph) or silly (11-1/2 mph) breeds contempt and will be ignored by everyone. Have you ever tried to drive in parking at 5mph or stay under 11.5 mph?
- If not enforced, outliers will ignore ANY SPEED LIMIT anyway, thus simply posting sign is **NOT EFFECTIVE at stopping habitual speeders**. Some hope that posting a speed limit does provide a liability shield, but again, if it ends up in court for any reason and the limit doesn't comply with MUTCD, it probably won't help.
 - “Your speed is” digital signs may be somewhat helpful
 - Maybe add LPR camera and periodically notify repeat violators? (Probably only for monthly users, as you would have name and address associated with LPR.)
 - In most cases, however, off-duty police/security may be needed for enforcement.

Compliant sign:



R2-1

Non-compliant



SO WHAT IS WRONG WITH THIS ONE?

- It's an example of why Community Wayfinding Signs were added to MUTCD.
- Green should not be used as background for community wayfinding signs. It is reserved for specific uses.
- No white border around the entire sign.
- Sign should be rectangular with minimal extra shapes outside rectangle.
- Too many words & destinations on one sign with too small font to be readable by drivers at city driving speeds.
- **Big one: These arrows are UNREADABLE by drivers.**
 - Arrows must be on side of message that they point.
 - Group same direction together, with line between direction change.
 - Walker opinion: even if you do violate everything else, locate arrows correctly. The Feds are right about the readability of arrows by drivers.

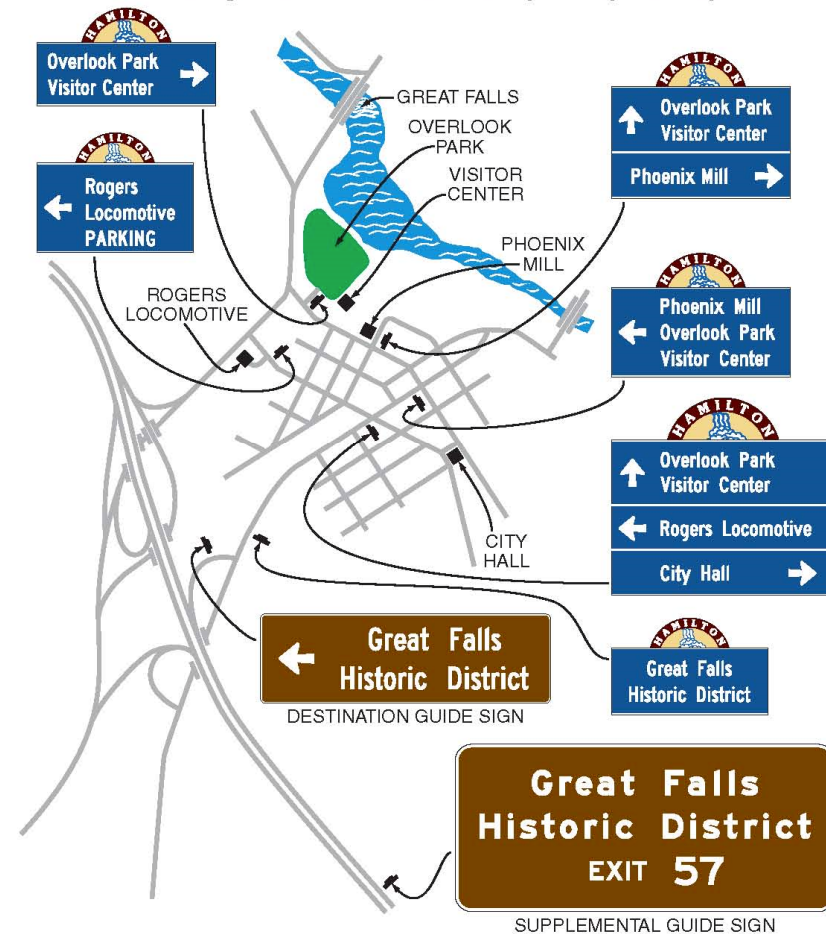


COMMUNITY WAYFINDING SIGNS ARE COVERED BY 2009 MUTCD

“Community Wayfinding” section (“direct tourists to key civic, cultural, visitor or recreational destinations within city, urbanized area or Downtown”)

- Can use colored background / coding but **not** green, red, orange or yellow as background because those are used for specific purposes in MUTCD.
- Can use area logo
 - Cannot use logos for destination names
- Can use different font, if engr study shows it has same characteristics, but font height should reflect engineering standards for design speed of road.
- Note use of oversize but standard MUTCD arrows.
- Note arrow locations: right arrows on right edge of sign, left and straight on left.
- Note line on sign between different directions.

Figure 2D-19. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway



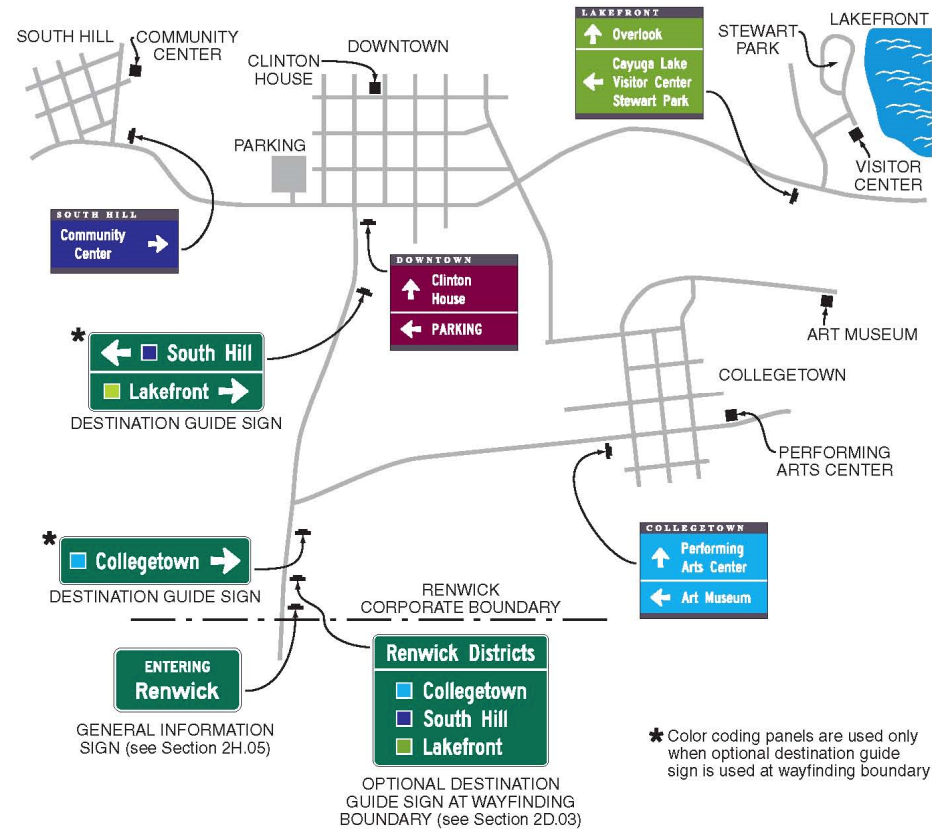
MORE GUIDANCE ON COMMUNITY WAYFINDING

Note use of colors, arrows, lines between text and signs.

Destination guide signs are standards that apply to main routes into area. Those signs are green.

Community wayfinding signs to local destinations within a campus or downtown.

Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



PARKING, STOPPING, STANDING SIGNS: A SUMMARY OF CHANGES

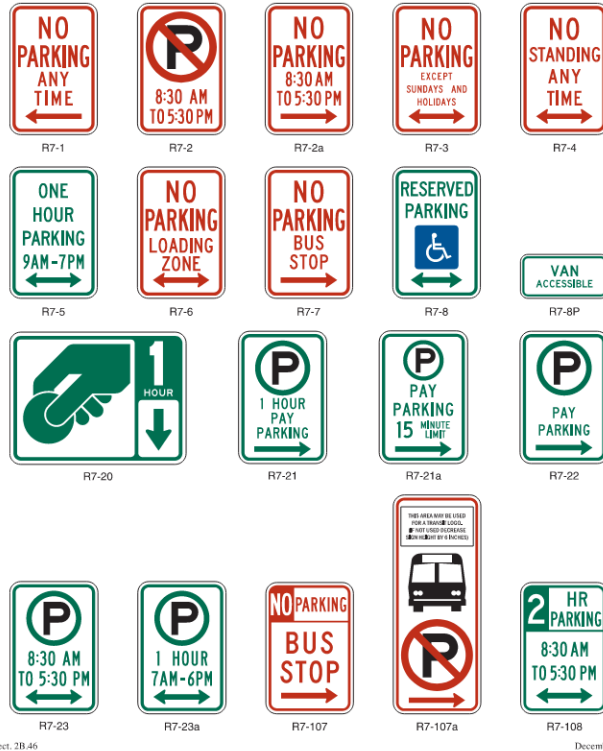
FHWA proposes to:

- Expand the list of parking information that should be displayed on signs to include qualifying or supplementary information, exemptions to the restriction of prohibition, and tow-away message or symbol.
- Add a Standard requiring the times and days for which parking regulations are in effect to be displayed on the signs if they are not in effect all times of day or all days of the week. FHWA proposes this to ensure consistent signing methods in order to improve clarity for drivers wanting to park.
- Modify Option P18 regarding the use of word message plaques with the R8-3 series signs.
 - Remove the EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP), LOADING ZONE (R8-3gP), and X:XX A.M to X:XX P.M.(R8-3hP) plaques as these are generally in urban conditions and are already covered by the R7 series parking signs.
 - Modify the ON PAVEMENT (R8-3cP), ON BRIDGE (R8-3dP), ON TRACKS (R8-3eP), and EXCEPT ON SHOULDERS (R8-3fP) by removing the plaque designations and combining the word legends with the standard NO PARKING symbol (R8-3) sign.
- Change the legend of the Emergency Snow Route (R7-203) sign to “Snow Emergency Route” to be consistent with the prevailing current practice and the fact that the restrictions apply during a declared snow emergency.
- Several changes to incorporate electronic payment, change the term “pay parking” to “metered parking” and other editorial changes to reflect current practice and commonly used nomenclature. This includes a proposed Option statement to accompany a proposed new Mobile Parking Payment plaque that may be installed below a Metered Parking sign.
 - **Comment to keep pay parking instead of metered parking recommended. See later in this document.**
- Add an Option statement to allow the display of maximum time limits that vary by time of day or day of the week on the R7-20 sign to be omitted and instead displayed on the multi-space parking meter so that they are visible to pedestrians as they make payments.
- Add a Standard statement immediately preceding existing Standard P8, to reiterate the existing requirement that the Accessible Parking (R7-8) sign display only the official International Symbol of Accessibility and not a modification thereof.
- Add new Guidance statement to incorporate provisions for Electronic Vehicle parking. The proposed language is based on FHWA's Memorandum on Regulatory Signs for Electric Vehicle Charging and Parking Facilities.
 - **Comment to use EV charging symbol instead of text “Electric vehicle charging” recommended.**
- Delete the second and third sentences of existing Option P14 regarding the color of the bus symbol and the use of transit logos on the R7-107 sign, or alternates, because the text is not necessary and the use of transit logos on a sign may not be practical.
 - Delete the existing R7-7 sign, because the R7-107, as well as the R7-107a sign, are more distinguishable, and there is no need for an additional sign.
- Delete P19 and 20 regarding color coding of parking time limits. FHWA proposes this change to streamline the design of parking signs and because the standard colors of the parking signs have specific meanings as prescribed by the manual. In addition, the time limits are adequately displayed by the numbers on the signs.
- Add new Guidance paragraphs at the end of the section regarding the use of legends other than those on standard parking signs and the letter height of the principal legend. FHWA proposes these new paragraphs to provide agencies flexibility in creating specific signs while maintaining uniformity in design provisions.

ON STREET PARKING AND CURB REGULATIONS

2009:

Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 2)



Sect. 2B.46

December 2009

2020 NPA: changes in red boxes

Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 2)



Sheet 1 of 2:

New signs highlighted in red. FHWA chose to eliminate signs showing time limits with the P in a green circle and the words Pay Parking. Note R7-21, 21a 22, 23 and 23a in 2009 and the revised versions in the NPA, especially the change to the term “metered parking”. As industry is moving away from meters to pay by phone and other means, it is strongly recommended not to use Metered Parking. NCUTCD is reportedly also recommending use of “Pay Parking”, not “Metered Parking.”

- New back in and one-hour parking signs.
- Two new EV Charging placards in black.
 - Why black? Should be green for consistency with accessible parking and new EV charging signs on sheet 2 of 2.

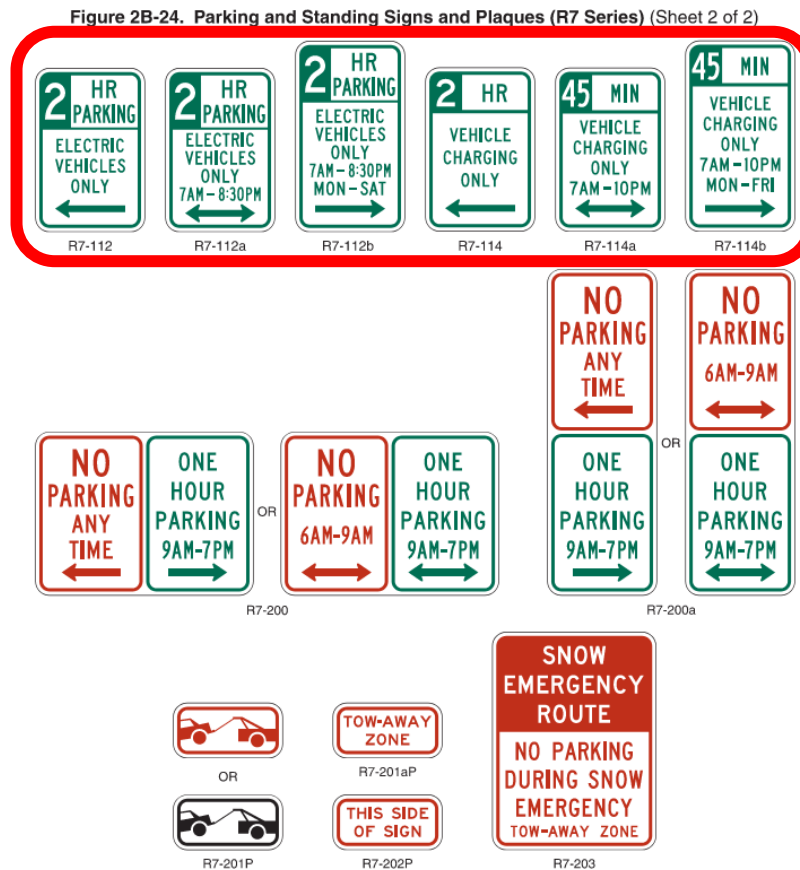
Please comment. See suggested wording in the next section, and also discussion of Blue P for parking.

MORE CHANGES TO PARKING SIGNS 2B-24.

2009:



2020 NPA:



Sheet 2 of 2

- Whole new row of EV charging stall signs
 - No symbol. NCUTCD recommends symbol as does Walker.
 - Note philosophy of time limits is possibly only to reflect general regulation of on-street parking to two hours or 45 minutes and not necessarily to make people move car after specific time period. But need signs usable for overnight parking for residents and where employees are allowed to park.

Recommendations for comments

Move EV plaques from previous page to locate with EV and use green to go with this series.

Use EV charging symbol. Industry is moving towards that symbol for all parking.

Add a sign with symbol and words for EV charging that is not time limited, i.e., overnight parking on street for residents, blocks with all day parking for employees on edge of CBD.

A FEW SIGNS DELETED OR COMBINED FOR STOPPING AND STANDING

2009:

2020 NPA:

Page 90

2009 Edition

Figure 2B-25. Parking and Stopping Signs and Plaques (R8 Series)



Figure 2B-25. Parking and Stopping Signs and Plaques (R8 Series)



No comments recommended.

SOME NEW SYMBOLS ADDED THAT ARE USEFUL FOR ALTERNATIVE FUELS

2009:

2020 NPA:

Figure 2I-1. General Service Signs and Plaques

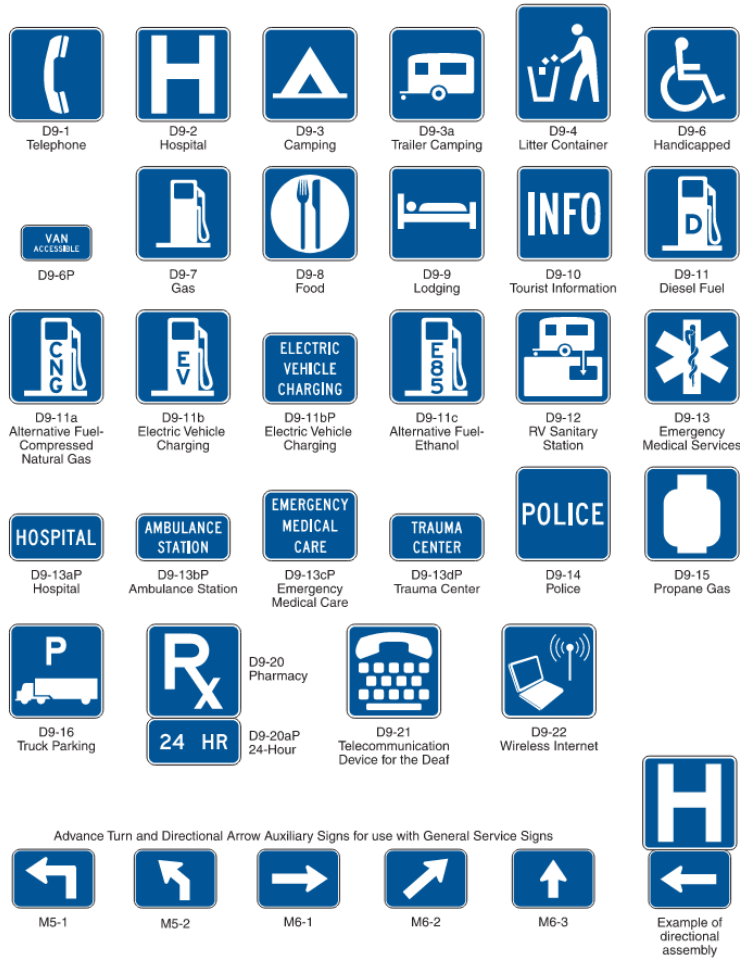
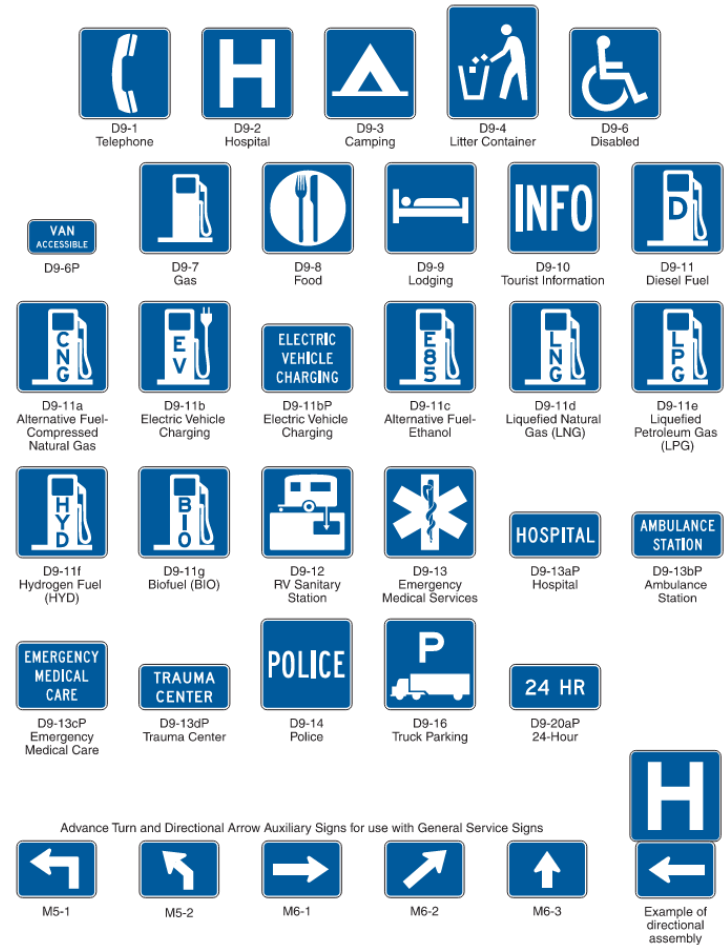


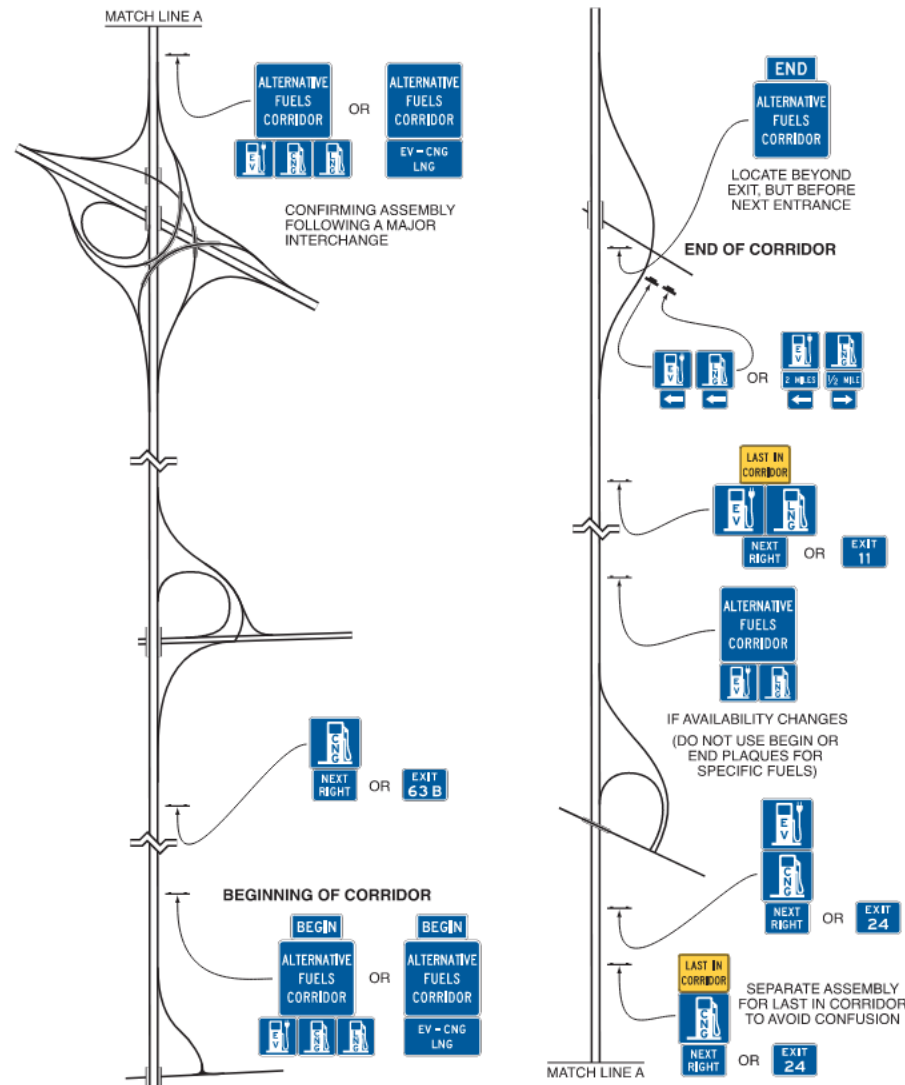
Figure 2I-1. General Service Signs and Plaques



AND GUIDANCE ON HOW TO USE ON HIGHWAYS

2020 NPA:

Figure 2H-10, Example of Signing for an Alternative Fuels Corridor



WHAT WAS THAT ABOUT FHWA MEMO ON EV CHARGING?

- All the signs in the NPA re EV charging are consistent with a FHWA memo issued June 17, 2013 on EV Charging. It essentially argues that the symbol that was in 2009 MUTCD for Service Signs and Plaques had not been used enough to be used for parking regulation. The following is from that memo:

“To date, no symbol has been developed that can effectively convey regulations associated with electric vehicle charging or parking facilities, including the Electric Vehicle Charging symbols specified for use on a General Service directional sign found in the MUTCD and the [Interim Approval dated April 1, 2012](#). Symbols that have not been adopted in the MUTCD for use in a specific application cannot be used in untested applications without approved official experimentation that includes the requisite human factors evaluation for comprehension and legibility. Accordingly, regulatory signs for electric vehicles and vehicle charging facilities display only word legends to convey the specific requirements or restrictions.” <https://mutcd.fhwa.dot.gov/resources/policy/rsevcpfmemo/>

- As the 2020 NPA does not adopt the symbol, and instead uses words, on the R7-112 & R7-114 series signs, it seems that FHWA still does not believe the symbol is appropriate for parking regulation. Note that if a symbol is not shown on that series sign in MUTCD, it can't be used.
- In 2021, we strongly disagree that D9-11b does not effectively convey the use of the stall.
 - If it is recognizable and acceptable on Service Signs and Plaques, and has been in use for over a decade, then it is appropriate for parking regulation.
 - In 2014, the Access Board issued guidance recommending use of the same symbol for EV Charging Stalls.

Please comment and if possible, support using the EV symbol on parking regulation signs.

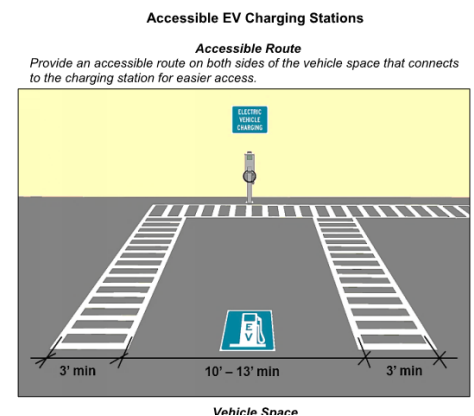
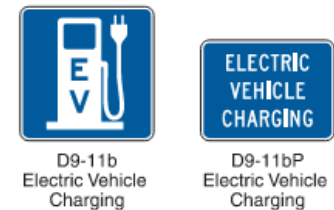


Image from US Access Board
Technical Guide: Parking, available at
<https://www.access-board.gov/files/ada/guides/parking.pdf>

NOW IS THE TIME TO GET EV CHARGING SIGNS STANDARDIZED



The MUTCD symbol is already in use in many parking facilities, although there are others being used today too. Thousands of EV stalls will be installed in the next decade, and some uniformity is much needed, even if MUTCD compliance is not required in parking.

REQUIREMENTS FOR PARKING SIGN LOCATIONS: NO COMMENT RECOMMENDED BUT FYI.

Overview: FHWA proposes to:

- In Section 2B.55 (existing Section 2B.48) Placement of Parking, Stopping, and Standing Signs, add a Guidance statement recommending signs placed at the head of perpendicular parking stalls to be parallel to the roadway facing the parking stall. FHWA proposes this addition to promote uniformity and clarity in signing parking stalls.
- Change one paragraph from a Standard to a Guidance to recommend, rather than require, mounting parking signs back to back at the transition point between two parking zones, to provide jurisdictions with flexibility when it might be impractical to mount signs back-to-back.
- Relocate and revise the Option statement regarding the use of signs to display blanket regulations from existing Section 2B.47 to this section, because this section deals specifically with sign placement.

Actual language:

Guidance:

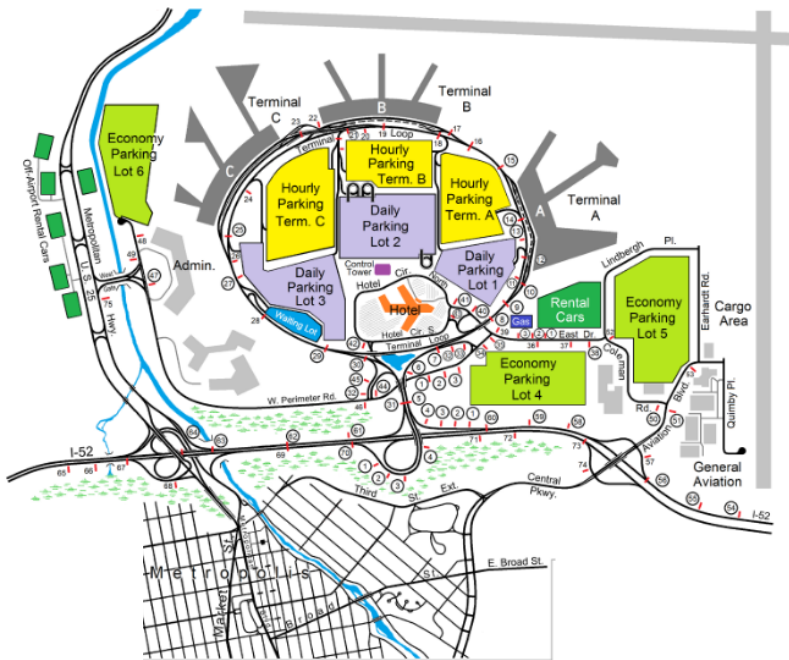
- When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.
 - When signs are placed at the head of perpendicular parking stalls, the signs should be parallel to the roadway facing the parking stall.
 - Spacing of signs should be based on legibility, conspicuity, and sign orientation.
- If the zone is long, signs should be used at intermediate points within the zone.
- If the signs are mounted at an angle of 90 degrees to the curb line, two signs should be mounted back to back at the transition point between two parking zones, each with an appended THIS SIDE OF SIGN (R7202P) supplemental plaque.
- If the signs are mounted at an angle of 90 degrees to the curb line, signs without any arrows or appended plaques should be used at intermediate points within a parking zone, facing in the direction of approaching traffic. Otherwise, the standards of placement should be the same as for signs using directional arrows.

Option:

Blanket regulations that apply to a posted zone or district, if legal, may be posted at the entry points to the zone or district.

2020 NPA: LOTS MORE DETAIL ON AIRPORT SIGNAGE

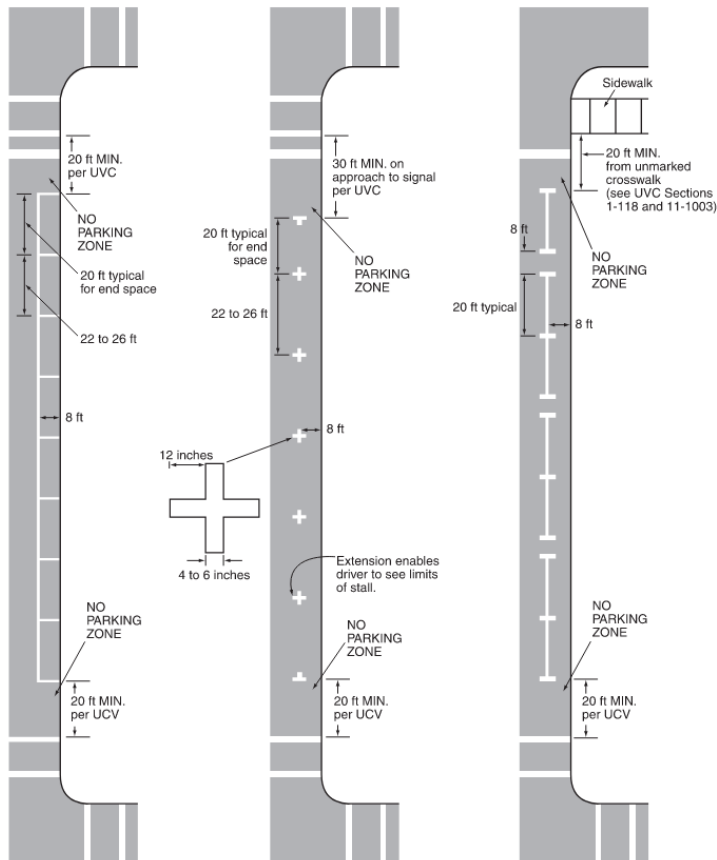
Figure 2D-1. Example of a System of Major Guide Signs for an Airport Roadway Network



CHANGES IN ON-STREET PARKING MARKINGS

2009

Figure 3B-21. Examples of Parking Space Markings

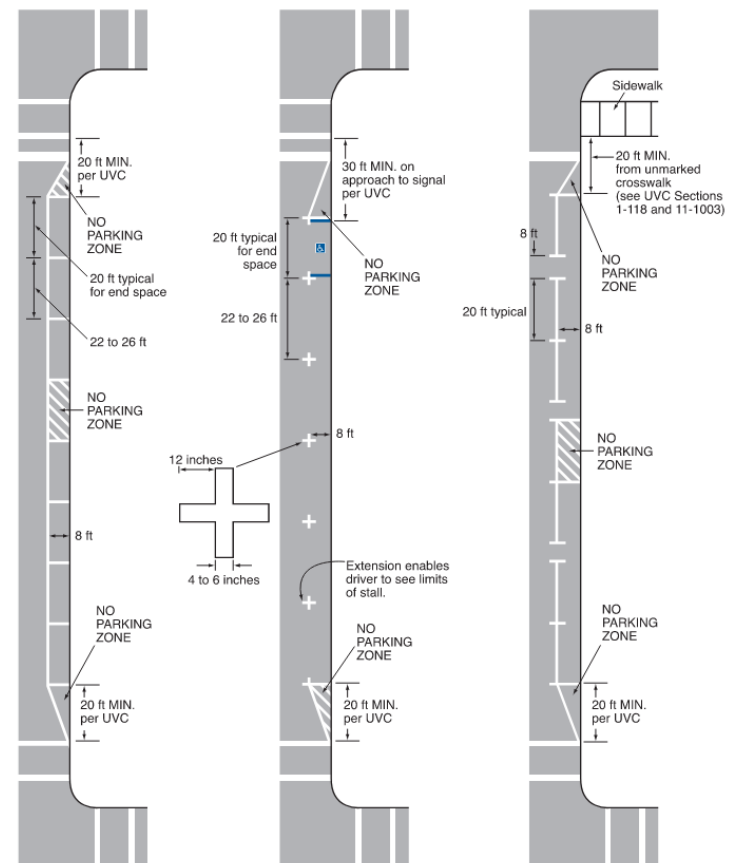


Sect. 3B.19

December 2009

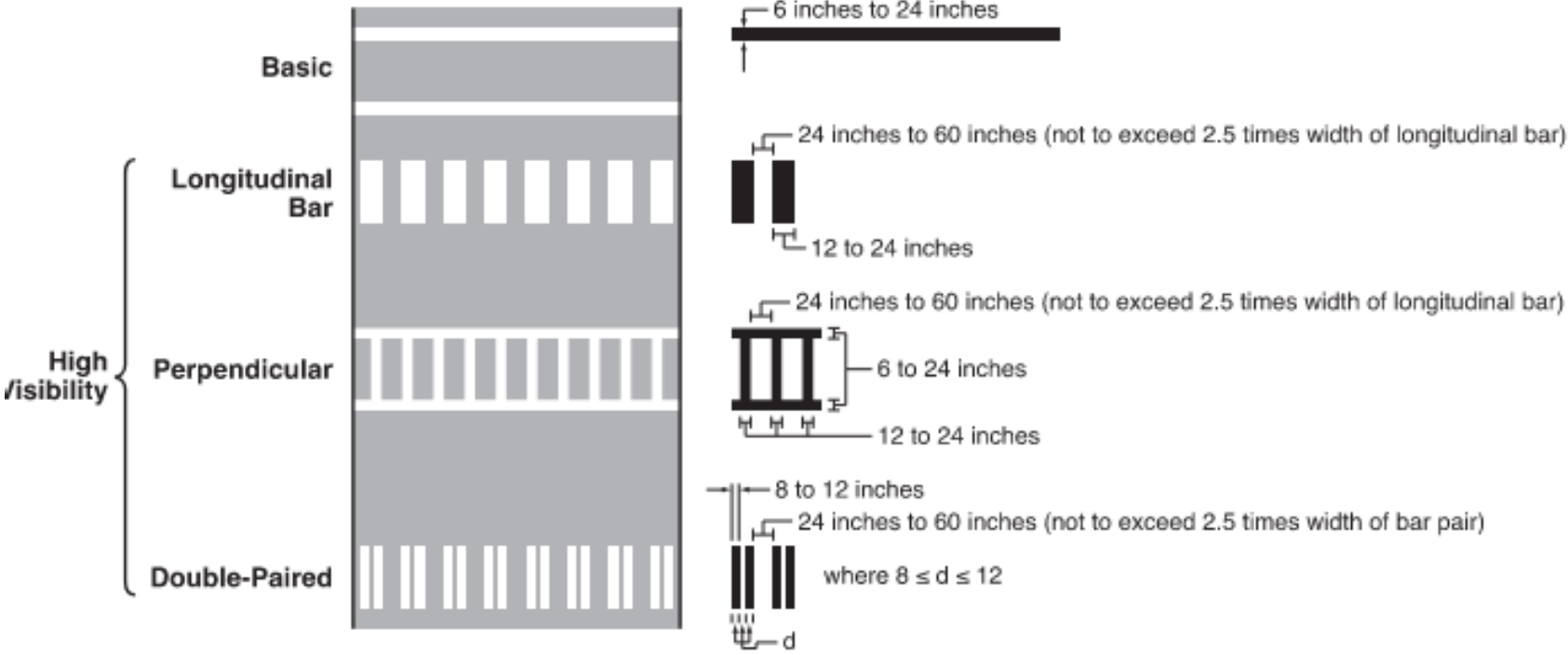
2020 NPA

Figure 3B-24. Examples of Parking Space Markings



USEFUL FOR CROSSWALK MARKINGS IN PARKING

Figure 3C-1. Crosswalk Markings



LOTS MORE ON BIKE PATHS, INCLUDING USEFUL BIKE PATH SIGNS

Figure 9B-1. Regulatory Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)

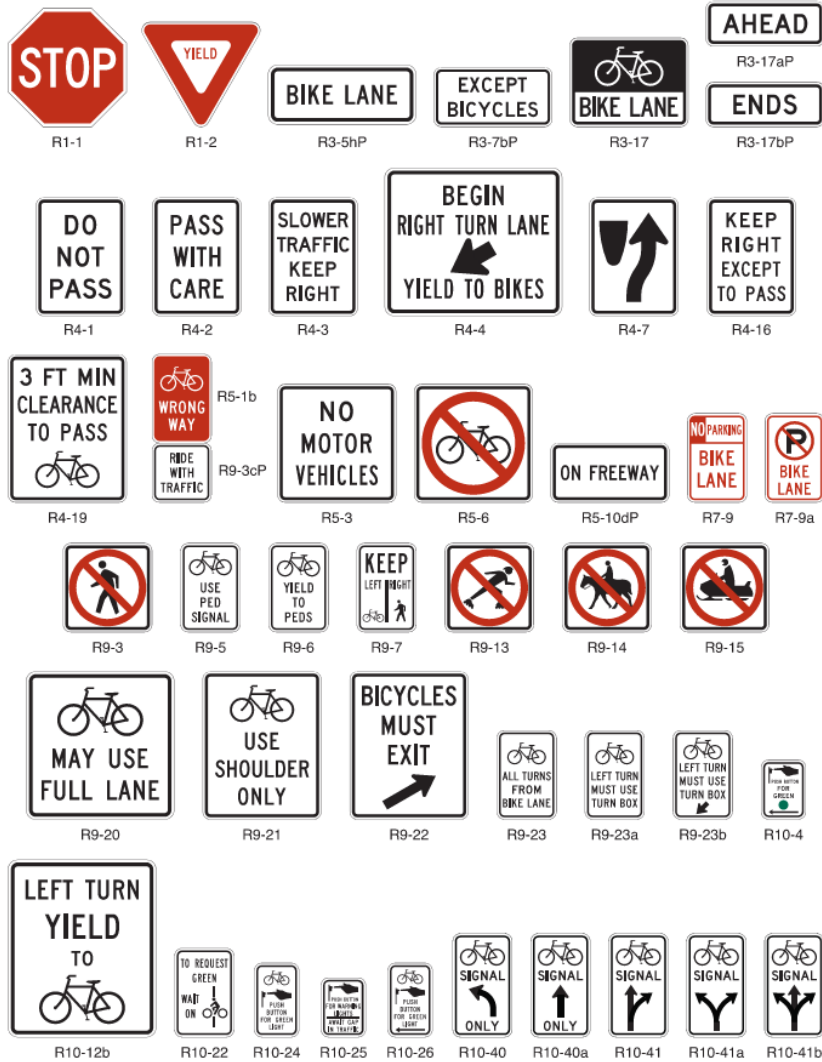


Figure 9B-7-2. Examples of Applications of Bicycle Jughandle Signs (Sheet 2 of 2)

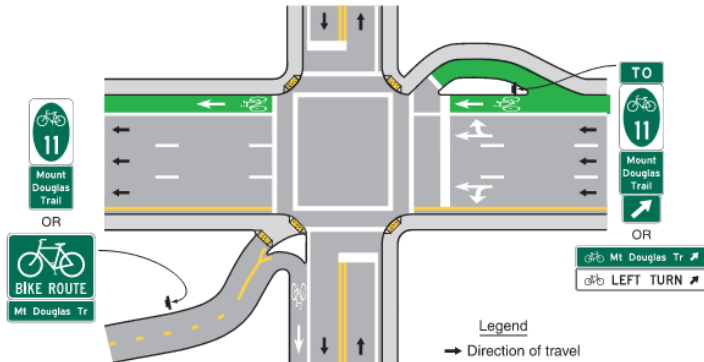
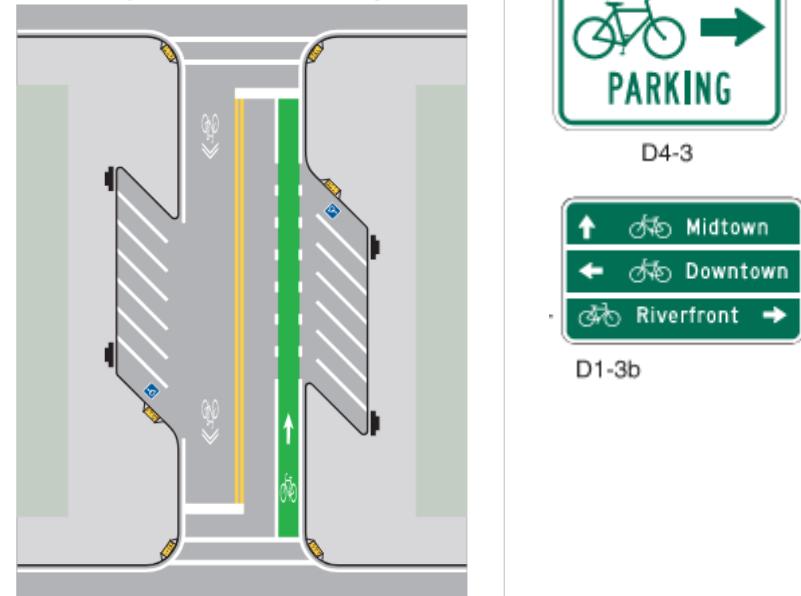


Figure 9B-3. Examples of Bicycle Facilities Adjacent to Back-In Parking



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NCUTCD SUBCOMMITTEE ON SOPT RECOMMENDATIONS

Much of what was proposed by the subcommittee and approved by the full NCUTCD in 2016 is incorporated into the NPA. Two items which were not are below. **Please comment if you support these changes to the NPA.**

1. Paragraph 2B.18: Recommend that this language be added to MUTCD. The MUTCD already has exceptions for stop signs within parking (under the premise that compliance with MUTCD is a should not a must in parking.) Putting it here helps clarify when a roadway through parking is considered a SROPT, but has adjoining parking aisles that are not required to comply with MUTCD.

At the junction of two private roadways open to public travel, when the operating speeds are less than 25 mph on both roadways, a STOP or YIELD sign may be installed at a location on other than the right-hand side as necessitated by physical constraints. At the ends of driving aisles connecting to site roadways open to public travel, the word STOP on pavement when accompanied with a stop line may be used in place of the STOP sign.

2. Section 2B.03 - this text was not included in the NPA but the NCUTCD Council is recommending it be included in the final version.

The minimum sign size for the site roadways open to public travel with operating speeds less than 25 mph may be 6 inches less in both width and height than the single-lane conventional road size except for supplemental plaques identified as "P" in the sign designation in Table 2B-1.

(Blue text is proposed by NCUTCD)

COMMENTS ON FIGURE 2B-24

- Sheet 1 of 2:
 - New R7-113aP and R7-113bP: Recommend that these be put with the remaining R7-113 series signs on sheet 2 of 2, and that the color be green not black, for consistency with other parking regulation signs, such as the R7-8 accessible parking sign.
 - R7-21 and R7-22: As the industry that actually administers on-street parking, we strongly recommend keeping the term Pay Parking that was used on the 2009 R7-21 and 22 signs, rather than “metered parking”. The industry is moving away from meters and agencies are eliminating meters altogether and going to 100% pay by phone. The placard R7-21 P is needed, but is not adequate as the only sign, if there is no meter. We understand the NCUTCD is also recommending use of Pay Parking rather than “Metered.”
- Sheet 2 of 2: R7-112 and 114 series of Electric Vehicle Charging Signs. We strongly recommend use of the EV charging symbol D9-11b on stalls for EV charging. We disagree that the symbol is not easily understood as of 2021 and note that it has been acceptable on Service Signs since 2009. The Access Board recommended use of that symbol in its 2014 US Access Board Technical Guide: Parking, available at <https://www.access-board.gov/files/ada/guides/parking.pdf>. It is noted that stalls for EV charging have become more common in the last few years, and will likely increase significantly in the next decade. The Biden infrastructure package calls for installing hundreds of thousands of charging units. Now is the time to get the sign for EV charging established. We also need to have guidance for EV charging on streets and SROPT that is not time limited, such as overnight resident or all-day employee parking. Finally there is a need for a sign that indicates both EV and accessible parking as shown below. We suggest the base sign as below with additional placards top and bottom for time limits and the R7-113aP and bP placard signs.

(Reminder: words on signs can be changed for circumstances, symbols can't.)



CURRENT MUTCD SIGNS FOR PARKING

- MUTCD signs for parking are inconsistent and not in accordance with international practice of white P on Blue signs.



- P is already recognized in MUTCD to stand for Parking, but the 2009 P with green circle is dropped in 2020. D4-1 is frankly hideous and discourages use.
- NCUTCD after much debate is recommending adoption of the so-called “Blue P” for parking. It was previously submitted, but a renewed effort occurred recently. Unfortunately, this was finalized too late for consideration in 2020 NPA.
- As parking professionals, we find this increasingly important with architectural treatments that seek to have parking structures blend into the urban fabric and thus they may not be recognizable as parking facilities.

Recommend we support Blue P for parking in current comments to FHWA. The PCC voted to support it. Even if FHWA ignores, it plants seed and establishes industry backing for future NCUTCD actions.

INTERNATIONAL SIGNS FOR PARKING

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		

Image courtesy NCUTCD

COMMENT TO BE SUBMITTED: USE BLUE/WHITE P SIGN TO DIRECT AND IDENTIFY PUBLIC PARKING

- The design of the sign would be a white font and circle using an E-modified font with a blue background (pantone 294, within the FHWA blue color box). Character of the “P” and circle should follow Standard Highway Signs that already utilize the P symbol
- Proposed text (clean):

Guidance:

12a1 The parking symbol of a white P on a blue background enclosed in a circular white border (sign over all minimum 24 inch) should be used at the entrance of an off-street, publicly accessible parking area.

Option:

12a The Parking (D9-XX) sign (see Figure 2I-1), with accompanying Advanced Turn and Directional Arrow Auxiliary signs, may be installed on approach routes -to show the direction to nearby publicly ~~accessible~~ parking areas. For large-parking areas, the Parking (D9-XX) sign may be supplemented with a parking facility name or logo and may include a changeable message sign element showing the number of available spaces and/or parking fee with a letter height for numeric digits of at least six inches.

12b The Parking (D9-XX) sign may be supplemented by an educational plaque placed below the D9-XX sign.

Note: we recommend using “public parking” and not publicly accessible parking which avoids confusion with accessible parking under ADA. Also, note that use of the Blue P is optional, but should be used in lieu of words such as “parking” or “park” as identification of public parking.

[Add Sign
D9-XX](#)



[Add Plaque D9-
XXP](#)

[Note as Optional](#)



D4-1

NCUTCD RECOMMENDED CHANGE TO COMMUNITY WAYFINDING SIGNS FOR BLUE P

Figure 2D-19. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway

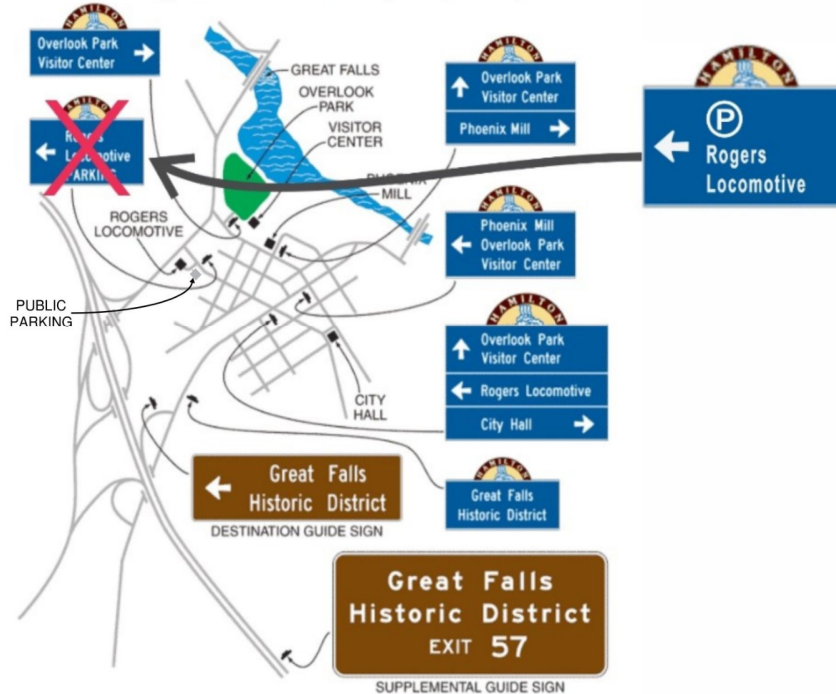
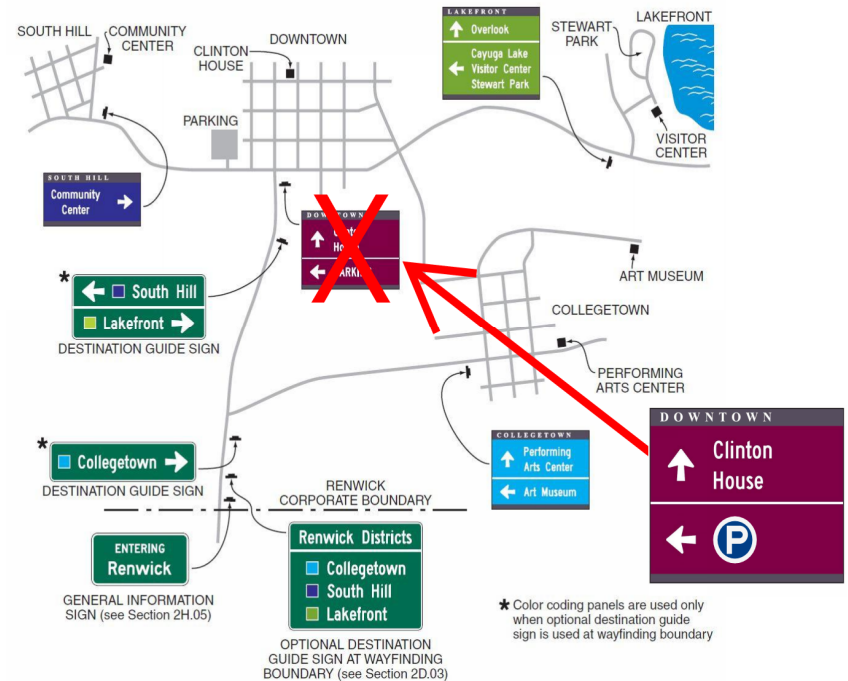


Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



THE CITY OF MINNEAPOLIS USES THE BLUE P ON ALL ITS PARKING DECKS

- The City use the Blue P to identify all city-owned parking facilities and has encouraged private owners to use it.
- As a result, it is widely used on nearly all parking facilities in Minneapolis.



OTHER EXAMPLES OF USE OF BLUE P

Boston Children's Hospital



Del Amo Shopping Center



NCUTCD COMMENT ON FHWA PROPOSAL

Section 2B.53 Parking, Standing, and Stopping Signs (R7 and R8 Series)

Support:

Parking signs pertain to the parking, stopping, and standing of vehicles along the roadway and in designated parking areas. They cover a wide variety of regulations, and only general guidance can be provided here.

The word “standing” when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle.

Local agency codes may distinguish active loading, active passenger loading and/or waiting. The word “stopping” when used on the R7 and R8 series signs refers to any vehicle, occupied by a driver or not, that stops.

Parking signs are categorized as either (1) prohibiting parking or (2) ~~permissive~~**permitting** parking with restrictions on how parking is allowed. They are further categorized as either parking (R7 series) signs or emergency parking (R8 series) signs.

The types of parking prohibitions that might be encountered include, but are not limited to parking, standing or stopping being:

1. ~~Parking, standing, or stopping is~~ Prohibited at all times.
2. ~~Parking, standing, or stopping is~~ Prohibited only certain times of the day and/or days of the week.
3. ~~Parking, standing, or stopping is~~ Prohibited with exceptions, such as for bus stops, loading/unloading zones, persons with disabilities, or electric vehicle charging stations.
4. ~~Parking, standing, or stopping is~~ Prohibited under certain conditions or events, such as Snow Emergency Routes.

Permissive parking signs allowing parking with restrictions include, but are not limited to:

1. Parking only allowed for limited time duration, such as 30 minutes, 1 hour, etc.
2. Metered parking requiring payment at an individual or a multi-space parking meter, or through electronic means such as by telephone or mobile application.
3. Reserved parking for ~~persons with disabilities or patrons or employees of a business~~ select vehicle types such as vehicles of persons with disabilities, electric charging, police/government vehicles, motorcycles, bicycles, valet, taxi stands (vehicle pedicab, horse drawn), carpools, car sharing, emergency parking and others.
4. Angled or back-in angled parking when it is not commonly utilized in the area.
5. Parking programs such as neighborhood/residential permits, school areas, or special events.

AND IN THE END,
SOME FOLKS JUST
WON'T FOLLOW
SIGNS

THANK YOU!

