# NACTO MUTCD Comment Supplements

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## Exhibit 2C.55

**W3127** **[BICYCLE Symbol] + [PEDESTRIANS Symbol] + [MOTORISTS Symbol] + SHARED STREET Rider**


GUIDANCE: Signage to be installed on shared streets; see Chapter 9, Shared Streets.

LOCATION: Post at each end of the narrow residential street per ORS 814.070(4).

## Exhibit 3D.07

**W1700** **[TRAFFIC CIRCLE AHEAD Symbol]**

GUIDANCE: This sign is used as a warning for an upcoming traffic circle. It is not used on approaches with STOP sign control.

LOCATION: Sign should be installed in advance of each traffic circle.

## Exhibit 4C/4J

**Table X – Combination of lane configuration, speed limit, and traffic volume where marked crosswalks should be supplemented with Pedestrian Hybrid Beacons or be controlled by a traffic signal (each row is a unique set of conditions)**

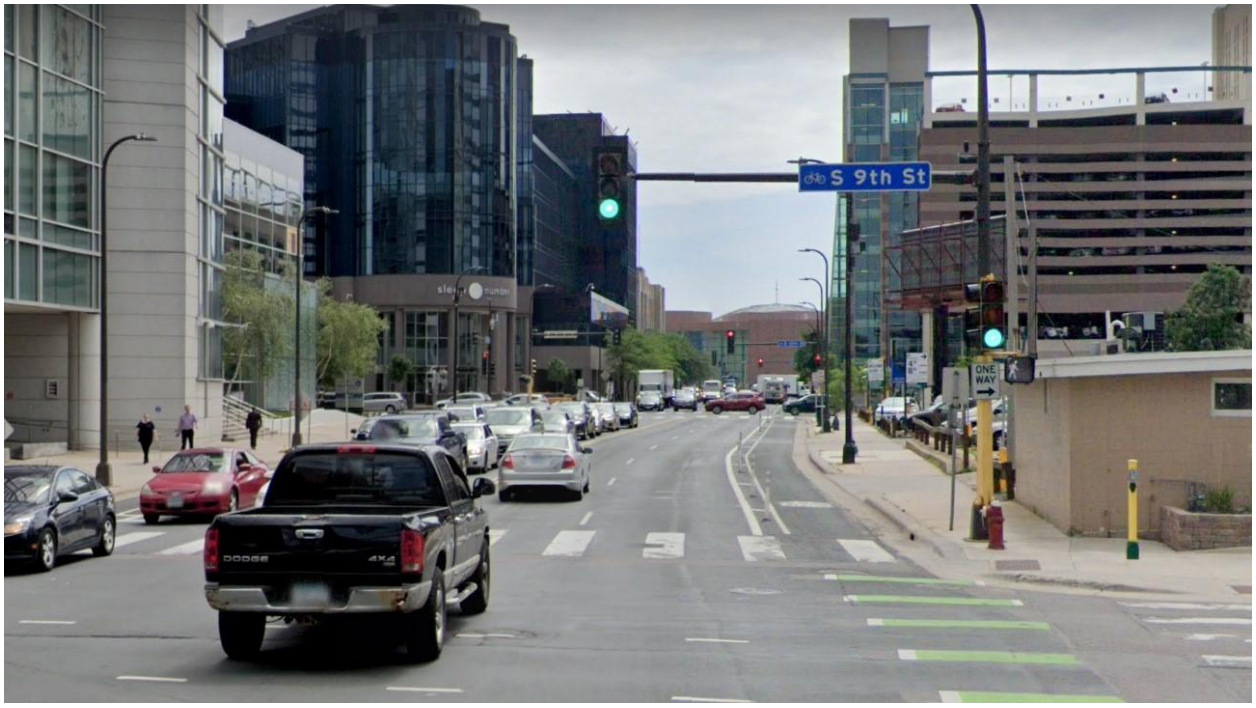
| # of Through General Traffic Lanes (one-way road) | # of Through General Traffic Lanes (two-way road) | Refuge Island/Left Turn Lane | Speed Limit or operating speed at crosswalk of 25 MPH or less | Speed Limit or operating speed at crosswalk of 30-35 MPH | Speed Limit or operating speed at crosswalk of 40 MPH or more |
|---|---|---|---|---|---|
| 1 | 2 | Refuge Island | > 15,000 AADT | > 12,000 AADT | > 6,000 AADT |
| 2 | 2 | None | > 12,000 AADT | > 6,000 AADT | Any AADT |
| N/A | 2 | Left Turn Lane or TWLTL | > 12,000 AADT | > 12,000 AADT | Any AADT |
| N/A | 3+ | Refuge Island | > 12,000 AADT | > 9,000 AADT | Any AADT |
| 3 | 3+ | None | > 9,000 AADT | > 6,000 AADT | Any AADT |
| 4 | 3+ | Left Turn Lane or TWLTL | > 9,000 AADT | Any AADT | Any AADT |
|  | 5+ | Left Turn Lane or TWLTL | Any AADT | Any AADT | Any AADT |

## Exhibit 9B.18

| | | |
|---|---|---|
| **S3390** | **[Intersection diagram with bike box and arrow] + [BICYCLE Symbol] + LEFT TURN BOX** |  |
| GUIDANCE: | Used to inform people on bicycles that a left-turn bike box exists and how to position themselves in it. | |



## Exhibit 9D.03



## Exhibit 9E.06

30 Section 9E.06 Buffer-Separated Bicycle Lanes
31 Support:
32 Buffer-separated bike lanes provide additional lateral separation between a bicycle lane and a general
33 travel lane by a pattern of pavement markings without the presence of vertical elements or parked vehicles.
34 Providing a buffer space between a bicycle lane and a general purpose lane::
Provides greater shy distance between motor vehicles and bicyclists.
Provides space for bicyclists to pass another bicyclist without encroaching into the adjacent motor vehicle travel lane.
Encourages bicyclists to ride outside of the door zone when a buffer is provided between parked cars and the bike lane.
Provides a greater space for bicycling without making the bike lane appear so wide that it might be mistaken for a travel lane or a parking lane.
Appeals to a wider cross-section of bicycle users.
Encourages bicycling by contributing to the perception of safety among users of the bicycle network.
Can reduce vehicle encroachment into the bicycle lane.
Can reduce crashes involving bicycles
37 and the opening of vehicle doors from the parking lane.

38 Standard:
39 If used, and except as provided in Paragraph 5, a buffer space shall be marked with longitudinal
40 lines as follows:
41 A. A solid white line along both edges of the buffer space ~~where crossing is prohibited~~, or
42 B. A broken single white line along one or both edges of the buffer space ~~where crossing is allowed,~~
43 with a solid white line along the other edge of the buffer space.
Where crossing is allowed, such as along parallel parking or across residential driveways, a broken single white line along one or both edges of the buffer space should be provided.

44 ~~Guidance~~:

~~1 Engineering judgment should be used to establish intermittent breaks or interruptions in the buffer space,~~
~~2 such as for driveways or on-street parallel parking lanes, in order to convey access points or an otherwise~~
~~3 general legal movement to cross the buffer space~~ (see Figure 9E-6).
4 Option:
5 Buffer spaces may be established without specific longitudinal lines if contiguous facilities have
6 longitudinal lines or other pavement markings themselves that, when installed, automatically demarcate the
7 buffer space (see Drawings B and C of Figure 3E-3).
~~8 Standard:~~
~~9 Except as provided in Paragraph 8, a through buffer-separated bicycle lane shall not be positioned~~
~~10 to the right of a right turn only lane or to the left of a left turn only lane.~~
~~11 Option:~~
~~12 A buffer-separated bicycle lane may be placed to the right of a right-turn lane (or to the left of a left-turn~~
~~13 lane) only if a bicycle signal face (see Chapter 9F) is used and the signal phasing and signing eliminates any~~
~~14 potential conflicts between the bicycle movement and the turning movement.~~
~~15 Guidance:~~
~~16 The width of the buffer space should be at least three times the width of the normal or wide longitudinal~~

~~17 line used to mark the buffer space.~~
18 Support:
One-directional diagonal markings, chevron markings, or solid color pavement markings are typically applied in the buffer.

Guidance:
19 Where a buffer space is less than three feet wide, ~~one-directional diagonal markings or no~~ markings ~~at all~~
20 in the buffer space may be omitted. can be applied.
21 Standard:
22 If used, one-directional diagonal markings shall slant away from traffic in the adjacent travel lane
23 for motor vehicle traffic.
24 Guidance:
25 Where used, the spacing of chevrons or one-directional diagonal markings should be 10 feet or greater.
~~26 Support:~~
~~27 Chevron and one-directional diagonal markings convey that the buffer space is not an additional bicycle~~
~~28 lane or other travel lane open to traffic.~~
~~29~~
~~29 Standard:~~
~~30 A buffer space three feet or wider shall use chevron or one-directional diagonal markings within the~~
~~31 buffer.~~
32 Guidance:
33 Lane extension markings should be used to extend a buffer-separated bicycle lane across intersections
34 and major driveways.