

Summary of Idaho MUTCD Rule

The proposed rule incorporates by reference the Manual on Uniform Traffic Control Devices for Streets and Highways, effective January 18, 2024. Key additions, deletions, and continuances from the existing are listed below.

(1) Corrections to Known Errors. From the time the 11th Edition of the MUTCD became available for use, FHWA has been compiling and verifying a list of known errors. This is a typical part of the process. Many of the errors are of a typographical or grammatical nature, and none of these were addressed in the proposed rulemaking. However, some of the known errors are substantive, and could result in ambiguity and confusion if not addressed, so corrections to guidance, options, and support statements have been included in the proposed rulemaking. Examples of these are incorrect references to specific signs and incorrect section references.

(2) Idaho law specifically requires drivers to “yield to,” not “stop for” pedestrians in an uncontrolled crosswalk. This was addressed in previous versions of the rule and has been included in the proposed rule with some minor changes for clarification and to update wording used in the new MUTCD. Examples of signs deleted from the MUTCD to conform with Idaho law are shown in Exhibit 1.

(3) Photo enforcement, high-occupancy vehicle lanes, light rail transit, priced managed lanes, and toll facilities. None of these are used in Idaho, but each topic has significant content in the MUTCD that is not pertinent to Idaho, so the proposed rule now specifically states that.

(4) Work zone and school zone speeding. Speeding is the only violation addressed in Idaho law for enhanced penalties in work zones and school zones, and there are specific requirements to enforce the violations. Although the existing rule included the signing to accomplish this, the changes in the proposed rule add further clarification and guidance.

(5) Memorial signing. Since the existing rule was adopted, the Idaho legislature designated two additional routes that need to be added to the proposed rule. However, twelve paragraphs of this section from the previous rule were removed from the proposed rule because they are already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(6) Logos and TODS Policies. The two sections in the previous rule that referenced ITD’s Logos and TODS policies were removed from the proposed rule because they are already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(7) School zone signing. School zone signing is not standardized or consistent in Idaho. In particular, the phrase “when children are present” is ambiguous and hard to enforce, especially without supplemental signing referring to specific days of the week and/or hours of the day. However, because Idaho Code 49-658 specifically cites the “when children are present” plaque, the proposed rule now includes that plaque but addresses in some detail the preferred hierarchy for school zone signs and the need to

include days of the week and/or times of day plaques when using the “when children are present” plaque.

(8) Slow Vehicle Turn-Outs. A Slow Vehicle Turn-Out sign that is used in Idaho but not in the MUTCD was added to the proposed rule. However, most of the “slow vehicle” section from the previous rule was removed from the proposed rule because it is already adequately addressed, either in the new edition of the MUTCD or in the ITD Traffic Manual.

(9) Truck restrictions and requirements. Idaho has specific definitions for trucks that relate to speed limits, weight limits and length restrictions. Because the signs that pertain to each of these limits are regulatory signs unique to Idaho, they are included in the proposed rule.

(10) Open Range sign. This warning sign is an Idaho-specific sign that is not found in the MUTCD and is included in the proposed rule for the first time.