



National Committee on Uniform Traffic Control Devices

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Attachment No. 4
Item No.: 19A-RW-03

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: Regulatory Warning Sign Technical Committee
ITEM NUMBER: Bicycle Technical Committee
19A-RW-03
TOPIC: Bicycle/Pedestrian Version R1-6 and R1-9 In-Street Signs
ORIGIN OF REQUEST: Bicycle Technical Committee. Joint Task force: Ross Oyen (RWSTC) (Chair); Craig Schoenberg (BTC); Bill Fox (BTC),
AFFECTED SECTIONS OF MUTCD: Section 2B.12

DEVELOPMENT HISTORY: Joint Task Force: 11-15-18, updated 11-24-18, updated 1-09-19

- Approved by RW Technical Committee: 01/09/2019
- Approved by BTC Technical Committee: 01/09/2019
- Approved by RW Technical Committee following sponsor comments: XX/XX/XXXX
- Approved by BTC following sponsor comments: XX/XX/XXXX
- Approved by NCUTCD Council: MM/DD/YYYY

This is a proposal for recommended changes to the MUTCD that has been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes 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:

The Manual currently includes the R1-6 and R1-9 sign to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. This proposal adds two additional versions of the R1-6 and R1-9 signs, which includes the bicycle symbol, to provide a more complete set of signs.

DISCUSSION

Shared use paths, whether operating in independent right-of-way, or adjacent to a roadway (sidepath), frequently cross roadways at unsignalized locations. The R1-6 and R1-9 signs indicate the laws regarding right-of-way at an unsignalized crosswalk. As shared use paths

35 support other modes of travel, specifically bicycling, additional versions of the R1-6 and R1-9
36 signs are necessary to communicate the laws regarding right-of-way.

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38 In seventeen states and the District of Columbia, bicyclists are explicitly granted the same rights
39 and duties applicable to pedestrians when operating on sidewalks and within crosswalks. In an
40 additional six states, bicyclists are permitted to use the sidewalk; crosswalks are not explicitly
41 mentioned. In twenty-two states, bicyclists operating on the sidewalk and within crosswalks are
42 not specifically addressed. There are only five states which explicitly prohibit cyclists from using
43 sidewalks and crosswalks. In some cases, local ordinances prohibit or permit the use of cyclists
44 on sidewalks and crosswalks.

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46 The additional versions of the R1-6 and R1-9 signs will provide a set of signs that more
47 accurately reflect the state laws when cyclists operate within a crosswalk, and will provide a sign
48 appropriate for shared use path crossings.

50 RECOMMENDED MUTCD CHANGES

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52 The following present the proposed changes to the current MUTCD within the context of the
53 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
54 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
55 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
56 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
57 comments may be provided with the MUTCD text. These comments are indicated by
58 highlighted light blue in brackets.

61 PART 2. SIGNS

63 CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

65 Section 2B.12 In-Street and Overhead Pedestrian and Bicycle/Pedestrian Crossing Signs 66 (R1-6, R1-6a, R1-6b, R1-6c, R1-9, ~~and~~ R1-9a, R1-9b, and R1-9c)

67 Option:

68 01 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2), In-Street
69 Bicycle/Pedestrian Crossing (R1-6b or R1-6c) sign (see Figure 2B-2),~~or the~~ Overhead Pedestrian
70 Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) or the Overhead Bicycle/Pedestrian Crossing
71 (R1-9b or R1-9c) may be used to remind road users of laws regarding right-of-way at an
72 unsignalized ~~pedestrian~~ crosswalk. The legend STATE LAW may be displayed at the top of the
73 R1-6, R1-6a, R1-6b, R1-6c, R1-9, ~~and~~ R1-9a, R1-9b, and R1-9c signs, if applicable. On the R1-
74 6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP
75 sign or YIELD sign symbol.

76 02 Highway agencies may develop and apply criteria for determining the applicability of In-
77 Street ~~Pedestrian~~ Crossing signs.

78 **Standard:**

79 03 **If used, the In-Street Pedestrian or Bicycle/Pedestrian Crossing sign shall be placed at**
80 **one or more of the following locations at or near the crosswalk:**

81 **a. In the roadway on the center line**

- 82 b. In the roadway on a lane line
- 83 c. On a median island
- 84 d. In either (but not both) the bottom of curb which is level with the roadway or on
- 85 top of the curb in the roadway at the crosswalk location on the center line, on a
- 86 lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not
- 87 be post-mounted on the left-hand or right-hand side of the roadway. [Approved
- 88 January 6, 2017 # 16B-RW-02]

89 04 If used, the Overhead Pedestrian or Bicycle/Pedestrian Crossing sign shall be placed
90 over the roadway at the crosswalk location.

91 05 An In-Street or Overhead Pedestrian Crossing or Bicycle/Pedestrian sign shall not be
92 placed in advance of the crosswalk to educate road users about the State law prior to
93 reaching the crosswalk, nor shall it be installed as an educational display that is not near
94 any crosswalk.

95 *Guidance:*

96 06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian or Bicycle/Pedestrian*
97 *Crossing sign, if used, should be placed on the island.*

98 *Option:*

99 07 If a Pedestrian Crossing (W11-2) or Bicycle/Pedestrian Crossing (W11-15) warning sign is
100 used in combination with an In-Street or an Overhead Pedestrian or Bicycle/Pedestrian Crossing
101 sign, the W11-2 or W11-15 sign with a diagonal downward pointing arrow (W16-7P) plaque
102 may be post-mounted on the right-hand side of the roadway at the crosswalk location.

103 07a In-Street Pedestrian or Bicycle/Pedestrian Crossing signs may be mounted back to back for
104 median of centerline of undivided applications. [Approved January 6, 2017 # 16B-RW-02]

105 **Standard:**

106 08 The In-Street Pedestrian or Bicycle/Pedestrian Crossing sign and the Overhead Pedestrian or
107 Bicycle/Pedestrian Crossing sign shall not be used at signalized locations.

108 09 The STOP FOR legend shall only be used in States where the State law specifically
109 requires that a driver must stop for a pedestrian or bicyclist in a crosswalk.

110 10 The In-Street **Pedestrian** Crossing sign shall have a black legend (except for the red
111 STOP or YIELD sign symbols) and border on a white background, surrounded by an outer
112 yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead
113 Pedestrian or Bicycle/Pedestrian Crossing sign shall have a black legend and border on a
114 yellow or fluorescent yellow-green background at the top of the sign and a black legend
115 and border on a white background at the bottom of the sign (see Figure 2B-2).

116 11 Unless the In-Street **Pedestrian** Crossing sign is placed on a physical island, the sign
117 support shall be designed to bend over and then bounce back to its normal vertical position
118 when struck by a vehicle.

119 *Support:*

120 12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-
121 Street **Pedestrian** Crossing sign. See Section 2A.21 for sign mounting methods. [Approved
122 January 6, 2017 # 16B-RW-02]

123 **Standard:**

124 13 The top of an In-Street Pedestrian or Bicycle/Pedestrian Crossing sign shall be a
125 maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian or
126 Bicycle/Pedestrian Crossing sign placed in an island or on top of a curb [Approved
127 January 6, 2017 # 16B-RW-02] shall be a maximum of 4 feet above the island surface or top
128 of curb. [Approved January 6, 2017 # 16B-RW-02]

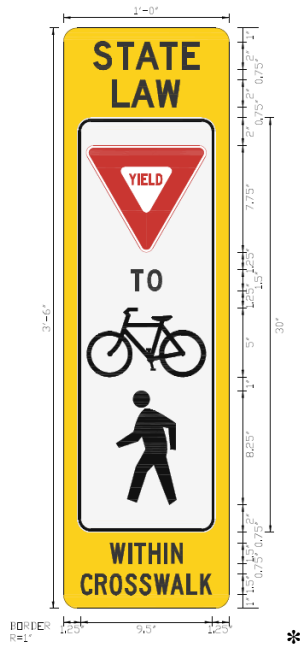
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Option:

14 The In-Street Pedestrian or Bicycle/Pedestrian Crossing signs may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

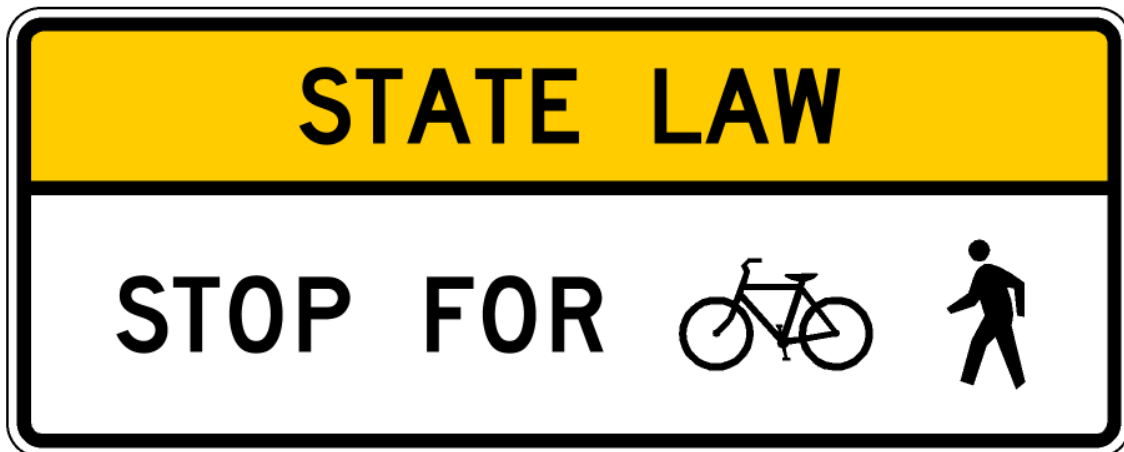
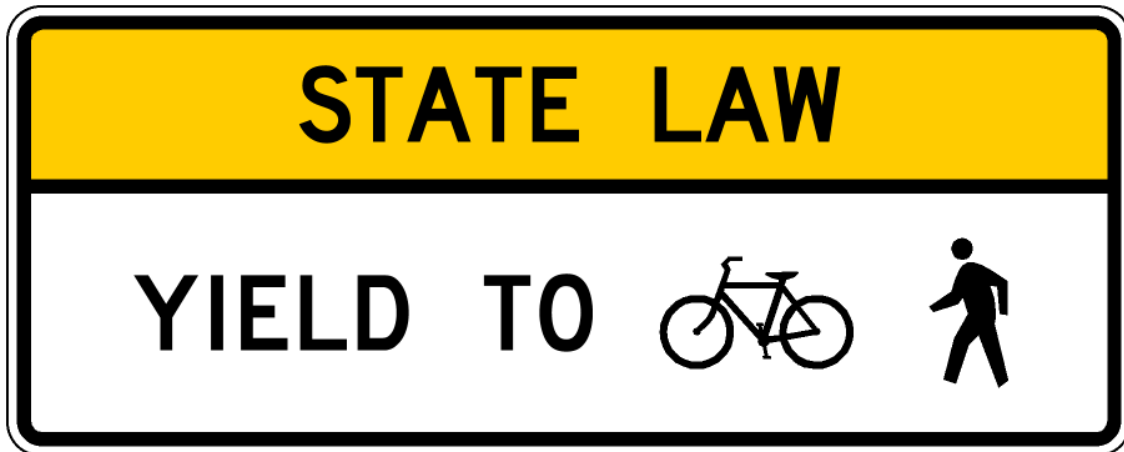
15 In-Street Pedestrian Crossing, Bicycle/Pedestrian signs, Overhead Pedestrian Crossing signs, Overhead Bicycle/Pedestrian signs, and Yield Here To (Stop Here For) Pedestrians or Bicycle/Pedestrian signs may be used together at the same crosswalk.

Add sign R1-6b, R1-6c, R1-9b and R1-9c to Figure 2B-2



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R1-6b (12"x42") Sign R1-6c would replace the YIELD symbol with a STOP symbol



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[R1-9b \(24"x90"\)](#) Sign R1-9c would replace the word YIELD with the word STOP

*The legend STATE LAW is optional. A fluorescent yellow-green background color may be used instead of yellow for this sign. [Note from Figure 2B-2](#)

C:NCUTCD/January 2019/19A-RW-03, Bicycle Pedestrian R1-6 and R1-9 In Street overhead sign Bike Ped version 11-24-18, updated 1-9-19