



National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022
Phone/Text: 231-4-NCUTCD (231-462-8823)
E-mail: secretary@ncutcd.org Website: <https://ncutcd.org>

Item No.: 25A-BIK-02
Technical Corrections

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE: Bicycle Technical Committee
ITEM NUMBER: 25A-BIK-02
TOPIC: Chapter 9C Technical Corrections & Increased Consistency
ORIGIN OF REQUEST: Bicycle Technical Committee
AFFECTED SECTIONS OF MUTCD: 9C.01, 9C.02a (new), 9C.04

DEVELOPMENT HISTORY:

Approved by Bicycle TC: 01/09/2025
Approved by NCUTCD Council:

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this 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, options, or support. 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:

This proposal is for minor revisions in content of Part 9 Traffic Control for Bicycle Facilities Chapter 9C, Warning Signs and Object Markers. The Bicycle Technical Committee does not anticipate that these revisions will alter meaning of the content of the 2023 MUTCD.

DISCUSSION:

This proposal includes minor revisions for technical corrections that are in the interest of consistency and uniformity.

30 **RECOMMENDED MUTCD CHANGES:**

31 The following present the proposed changes to the current MUTCD within the context of the
32 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
33 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
34 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
35 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,
36 background comments may be provided with the MUTCD text. These comments are indicated
37 by bracketed white text in shaded green. Deletions made by a technical committee or task
38 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~
39 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after
40 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

43 **PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

44 **CHAPTER 9C. WARNING SIGNS AND OBJECT MARKERS**

45 **Section 9C.01 Turn or Curve Warning Signs (W1 Series)**

46 *Guidance:*

47 ⁰¹ Where engineering judgement determines that the visibility ~~To warn bicyelists~~ of ~~unexpected~~ changes
48 in ~~direction of a shared-use~~ ~~path or a separated bicycle lane on independent alignment is limited,~~
49 ~~direction,~~ appropriate Turn, Curve, or Large Arrow (W1-1 through W1-7) signs (see Figure 9C-1) should
50 be used. [Text edit to be consistent with other Part 9 Sections.]

51 ⁰² The W1-1 through W1-5 signs should be installed at least 50 feet in advance of the beginning of the
52 change in alignment.

53 **Section 9C.02 Intersection Warning Signs (W2)**

54 *Option:*

55 ⁰¹ Intersection Warning (W2-1 through W2-5) signs (see Figure 9C-1) may be used on a roadway,
56 street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the
57 possibility of turning or entering traffic.

58 *Guidance:*

59 ⁰² When engineering judgment determines that the visibility of the intersection is limited on the shared-
60 use path approach, Intersection Warning signs should be used.

61 ⁰³ Intersection Warning signs should not be used where the shared-use path approach to the
62 intersection is controlled by a STOP sign, a YIELD sign, or a traffic control signal. [Section 9C.02 shown
63 for context with proposed Section 9C.02a]

64 **Section 9C.02a Advance Traffic Control Signs (W3-1, W3-2, W3-3)**

65 ⁰¹ When engineering judgement determines that the visibility of a STOP sign, a YIELD sign, or a
66 traffic control signal on a shared-use path or separated bicycle lane approach to an intersection is not
67 visible for a sufficient distance to permit the bikeway user to respond to the device, the Stop Ahead (W3-
68 1), Yield Ahead (W3-2), or Signal Ahead (W3-3) Advance Traffic Control Sign should be used.

69 ⁰² If used, the W3-1 through W3-3 signs should be installed at least 50 feet in advance of the traffic
70 control sign or signal.

71 [Figure 9C-1 illustrates the W3 Series advance traffic control warning signs but as written, Section 9C.02
72 Guidance does not provide any information for instances where the sight distance to a STOP sign, YIELD

75 sign or traffic control signal on the shared-use path approach to an intersection is limited. The proposed
76 language is consistent with Section 2C.35 Advance Traffic Control Signs.]

77

78 **Section 9C.04 Bicycle Warning and Trail Crossing Signs (W11-1 and W11-15)**

79 Support:

80 01 The Bicycle Warning (W11-1) sign (see Figure 9C-1) alerts the road user to unexpected entries into
81 the roadway by bicyclists, and other crossing activities that might cause conflicts. These conflicts might
82 be relatively confined, or might occur randomly over a segment of roadway.

83 02 Section 9C.06 contains information for Bicycle Cross Traffic Warning plaques that can be used
84 below STOP signs on crossroads or driveways that intersect with bicycle facilities.

85 Option:

86 03 The Trail Crossing (W11-15) sign (see Figure 9C-1) may be used where both bicyclists and
87 pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-
88 ING (W11-15P) supplemental plaque may be mounted below the W11-15 sign.

89 ~~04 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an~~
90 ~~AHEAD (W16-9P) or XX FEET (W16-2P or W16-2aP) plaque to inform road users that they are~~
91 ~~approaching a point where crossing activity might occur.~~ [Known error correction issued by FHWA.
92 Paragraph 04 font corrected from Option to Guidance.]

93 Guidance:

94 04 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an
95 AHEAD (W16-9P) or XX FEET (W16-2P or W16-2aP) plaque to inform road users that they are
96 approaching a point where crossing activity might occur.

97 Guidance:

98 05 If used in advance of a specific crossing point, the Bicycle Warning or Trail Crossing sign should be
99 placed at a distance in advance of the crossing location that complies with Table 2C-3.

100 **Standard:**

101 06 **Bicycle Warning and Trail Crossing signs, when used at the location of the crossing, shall be**
102 **supplemented with a diagonal downward-pointing arrow (W16-7P) plaque to show the location of**
103 **the crossing.**

104 06a A Bicycle Warning or Trail Crossing sign assembly shall not be installed on an approach to a
105 trail crossing controlled by a STOP or a YIELD sign. [Paragraphs 06a, 06b, 06c added for
106 consistency with Section 2B.54 for the W11-15 sign.]

107 Option:

108 06b The Bicycle Warning and Trail Crossing sign assembly may be installed on an approach to a circular
109 intersection controlled by a YIELD sign where the crosswalk is at least 20 feet in advance of the yield
110 point at the entrance to the circulatory roadway.

111 06c At a signalized or stop-controlled intersection the Bicycle Warning or Trail Crossing sign assembly
112 may be installed on the approach to a channelized right turn lane controlled by a YIELD sign where the
113 crosswalk is at least 20 feet in advance of the yield point.

114 07 A fluorescent yellow-green background color with a black legend and border may be used for
115 Bicycle Warning and Trail Crossing signs and supplemental plaques.

116 Guidance:

117 08 When the fluorescent yellow-green background color is used, a systematic approach featuring one
118 background color within a zone or area should be used. The mixing of standard yellow and fluorescent
119 yellow-green backgrounds within a zone or area should be avoided.

120
121
122
123

**Figure 9C-1. Warning Signs and Plaques and Object Markers for Bicycle Facilities
(Sheet 2 of 2)**



W11-15a*

124
125
126

[Add graphic for W11-15a to Figure 9C-1 (Sheet 2 of 2) to be consistent with Figure 2C-14.]