



# National Committee on Uniform Traffic Control Devices

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Item No.: 25A-BIK-06

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

**COMMITTEE / TASK FORCE:** Bicycle Technical Committee  
**ITEM NUMBER:** 25A-BIK-06  
**TOPIC:** Bicycle Signals Visibility  
**ORIGIN OF REQUEST:** Bicycle-Signals MCTF  
**AFFECTED SECTIONS OF MUTCD:** Section 4D.03, 9F.03

### DEVELOPMENT HISTORY:

Approved by Bicycle TC: 06/26/2024, 01/09/2025  
Approved by Signals 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:

The text in the 11<sup>th</sup> Edition of the MUTCD, Section 9F.03 Signal Operation for Bicycles, is identical to the text in a portion of Section 4D.03, Provisions for Bicyclists with some differences. Those differences in Section 4D.03 could also be misinterpreted (or missed) when additional signal faces are needed for signal visibility to bicyclists. This proposal clarifies the content in Section 4D.03 and reduces content redundancy.

### DISCUSSION:

The provisions in Section 9F.03 Signal Operations for Bicycles are related to accommodating bicyclists where visibility-limited signal faces are used. This information is also shown, nearly verbatim, in Section 4D.03. There is no information in Section 9F.03 to direct users to Section 4D.03.

The content of Section 4D.03, as currently written, could be interpreted as requiring only bicycle signal faces to be used when an additional signal face is required to meet the visibility requirements of a bicyclist. This proposal will provide an Option for the use of bicycle signal

37 faces when an additional signal face is needed to accommodate bicyclists. The proposal also  
38 eliminates redundant content in Chapter 9F.

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40 **RECOMMENDED MUTCD CHANGES:**  
41 The following present the proposed changes to the current MUTCD within the context of the  
42 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
43 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
44 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
45 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,  
46 background comments may be provided with the MUTCD text. These comments are indicated  
47 by bracketed white text in shaded green. Deletions made by a technical committee or task  
48 force after initial distribution to sponsoring organizations are shown in ~~highlighted red~~  
49 ~~strikethrough and Helvetica text~~. Additions made by a technical committee or task force after  
50 initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

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52 **PART 4. HIGHWAY TRAFFIC SIGNALS**

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54 **CHAPTER 4D. DESIGN FEATURES OF TRAFFIC CONTROL SIGNALS**

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56 **Section 4D.03 Provisions for Bicyclists**

57 **Standard:**  
58 01 **At installations where visibility-limited signal faces are used, signal faces shall be adjusted so**  
59 **bicyclists for whom the indications are intended can see the signal indications. If the visibility-**  
60 **limited signal faces cannot be aimed to serve the bicyclist, then ~~separate~~ one or more additional**  
61 **signal faces (~~see Chapter 4H~~) shall be provided for the bicyclist.**

62 *Guidance*  
63 01A *When an additional signal face is provided for bicyclists to comply with paragraph 01 above,*  
64 *visibility-limited signal faces should be considered.*

65 **Standard**  
66 02 **On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs**  
67 **of bicyclists.**

68 **Option:**  
69 03 **Where it is desired to provide separate signal indications to control bicyclist movements at a traffic**  
70 **control signal, bicycle signal faces may be used (see Chapter 4H).**

71 **Support:**  
72 04 **Sections 9B.02, 9B.11, 9B.20, 9B.22, 9E.02, 9E.06, 9E.07, 9E.08, 9E.11, 9E.12, and 9E.15 contain**  
73 **additional provisions regarding bicyclist movements and actuation at traffic control signals.**

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

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78                                   **CHAPTER 9F. SIGNALS**

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80   **Section 9F.03 Signal Operations for Bicycles**

81   **Standard:**

82   01   At installations where visibility-limited signal faces are used, signal faces shall be adjusted so  
83   bicyclists for whom the indications are intended can see the signal indications. If the visibility-  
84   limited signal faces cannot be aimed to serve the bicyclist, then ~~separate~~ one or more additional  
85   signal faces shall be provided for the bicyclist. (See Section 4D.03.)

86   02   On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs  
87   of bicyclists.