

# National Committee on Uniform Traffic Control Devices

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**RESCINDED  
JANUARY 2024**

This Recommended  
Change to the MUTCD  
was rescinded by the  
NCUTCD Council on  
January 12, 2024.

**Attachment No.: 17  
Item No.: 18B-BIK-06**

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

**TECHNICAL COMMITTEE:** Bicycle Technical Committee  
**ITEM NUMBER:** 18-BIK-06  
**TOPIC:** Bicycle Detector Symbol Marking  
**ORIGIN OF REQUEST:** NCUTCD Bicycle Technical Committee  
**AFFECTED SECTIONS OF MUTCD:** Sections 9C.05

### DEVELOPMENT HISTORY:

- Concurrence by Markings Technical Committee: 06/21/2018
- Approved by Bicycle Technical Committee: 06/21/2018
- Approved by NCUTCD Council: 01/11/2019

*This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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 adds explanatory text to the existing Section 9C.05/Figure 9C-7 Bicycle Detector Pavement Marking Symbol to modify the existing marking and adds an optional marking developed via a Request To Experiment (RTE) “9(09)-66E Bicycle Detector Pavement Marking Alternatives – Columbia, MO” approved by FHWA On September 19, 2014. Both symbols had a much higher user comprehension than the original symbol even when the original was accompanied by the Section 9B.13 Bicycle Signal Actuation Sign (R10-22) that interprets the existing symbol.

### DISCUSSION

The Bicycle Detector Pavement Marking is intended to indicate the optimum position for a bicyclist to actuate a traffic signal. The Bicycle Signal Actuation sign R10-22 (Section 2B.13 and Figure 9B-2) is often used to explain the existing pavement marking symbol. A study by Portland State University in 2003 found that even with the use of the Bicycle Signal Actuation sign, the purpose of the existing Bicycle Detector Pavement Marking is not apparent to many bicyclists or motorists.

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“9(09)-66E Bicycle Detector Pavement Marking Alternatives – Columbia, MO”  
[www.como.gov/publicworks/street-marking-experiments/](http://www.como.gov/publicworks/street-marking-experiments/)) was initiated to evaluate a  
effective marking. Working with ALTA Planning + Design and the University of Missouri  
Columbia (MU), several configurations were created and tested in MU’s Bicycle Simulator. The  
preferred configuration was then field tested in Columbia with as simultaneous test in Portland  
OR.

Testing results:

- Participants in the MU simulator test preferred the proposed alternate by 96% to 19% for the existing MUTCD 9C-7 symbol.
- In the Columbia field test, 253 individuals responded to a survey after the proposed markings were installed at four intersections. Only 12% of responders correctly identified the purpose of the MUTCD 9C-7 symbol, while 87% identified the proposed symbol as “Bikes stop here for green light”
- During this experiment, an additional study was completed in Portland, OR that confirmed the preference for the “Columbia Experiment” marking over the existing 9C-7 symbol. Five symbol configurations including the MUTCD 9C-7 symbol were evaluated via field testing and surveys. Participants were asked to rank the symbols in preference as to how well the symbol communicated its purpose. The Columbia experiment symbol was ranked first by a wide margin in communicating the location where a bicyclist should stop in order for a signal to detect the bicyclist. During the test, Portland also tested recognition of the 9C-7 symbol with the added text “WAIT ON LINES FOR GREEN”. This combination had a very high level of comprehension when the text was added.

**RECOMMENDED MUTCD CHANGES**

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

**CHAPTER 9C MARKINGS**

**Section 9C.05 Bicycle Detector Symbol**

Option:

01 A symbol (see Figure 9C-7, 9C-7A or 9C-7B) may be placed on the pavement indicating the optimum position for a bicyclist to actuate the signal. Any other appropriate similar symbol in a traffic signal face can be used to replace the green circle identified in Figure 9C-7B, such as a bicycle symbol or green arrow.

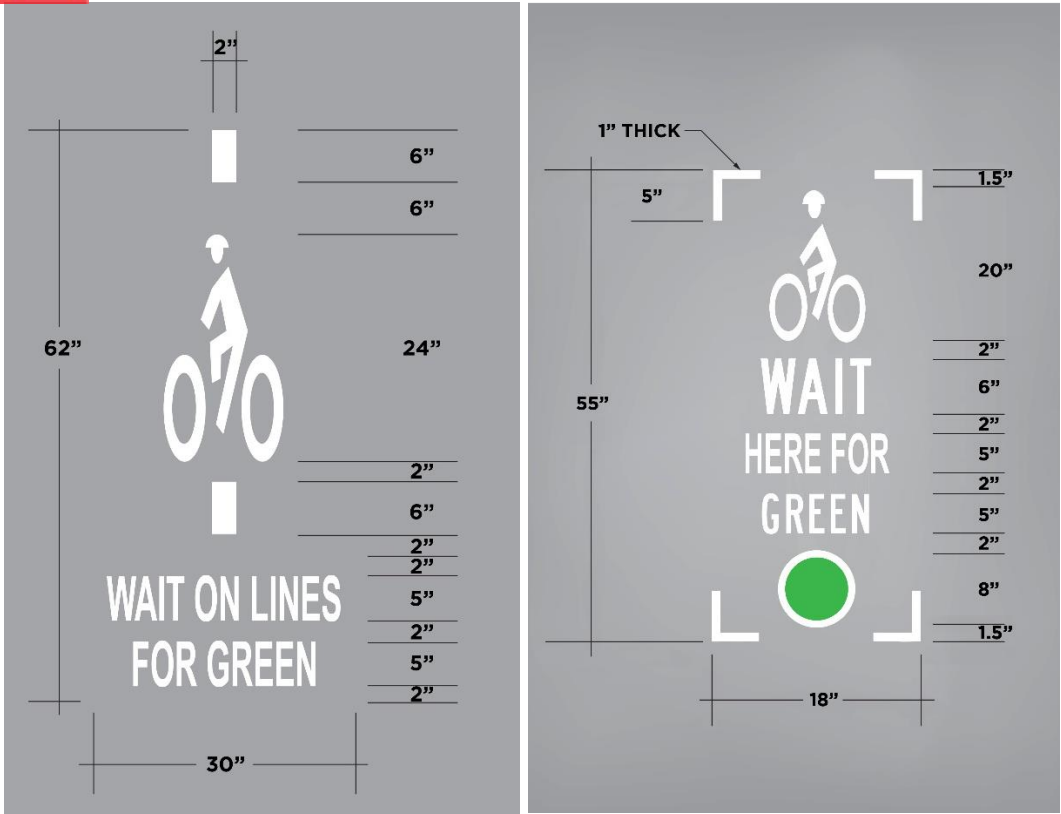
02 An R10-22 sign (see Section 9B.13 and figure 9B-2) may be installed to supplement the pavement marking.

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**9C-7. Bicycle Detector Pavement Marking**  
 [The following to the existing symbol:]



A

B