



National Committee on Uniform Traffic Control Devices

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Item No.: 19A-RW-03

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

TECHNICAL COMMITTEE: Regulatory Warning Sign Technical Committee
Bicycle Technical Committee
ITEM NUMBER: 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, revised 6/5/19 following sponsor comments, revised following sponsor comments 6/19/19

- Approved by RW Technical Committee: 01/09/2019
- Approved by BTC Technical Committee: 01/09/2019
- Approved by RW Technical Committee following sponsor comments: 06/19/2019
- Approved by BTC following sponsor comments: 06/19/2019
- Approved by NCUTCD Council: 06/20/2019

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

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

43
44 The additional versions of the R1-6 and R1-9 signs will provide a set of signs that more
45 accurately reflect the state laws when cyclists operate within a crosswalk, and will provide a sign
46 appropriate for shared use path crossings.

47 48 **RECOMMENDED MUTCD CHANGES**

49
50 The following present the proposed changes to the current MUTCD within the context of the
51 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
52 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
53 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
54 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
55 comments may be provided with the MUTCD text. These comments are indicated by
56 highlighted light blue in brackets.

57 58 **PART 2. SIGNS**

59 60 **CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES**

61 62 **Section 2B.12 In-Street and Overhead Pedestrian and Bicycle/Pedestrian Crossing Signs** 63 **(R1-6 series, ~~R1-6a~~ and R1-9 series, ~~R1-9a~~**

64 Option:

65 01 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2), In-Street
66 Bicycle/Pedestrian Crossing (R1-6b or R1-6c) sign (see Figure 2B-2),~~or the~~ Overhead Pedestrian
67 Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) or the Overhead Bicycle/Pedestrian Crossing
68 (R1-9b or R1-9c) may be used to remind road users of laws regarding right-of-way at an
69 unsignalized ~~pedestrian~~ crosswalk. The legend STATE LAW may be displayed at the top of the
70 R1-6 series, ~~R1-6a,~~ and R1-9 series signs, if applicable. On the R1-6 series and ~~R1-6a~~ signs, the
71 legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign
72 symbol.

73 02 Highway agencies may develop and apply criteria for determining the applicability of In-
74 Street ~~Pedestrian~~ Crossing signs.

75 **Standard:**

76 03 **If used, the In-Street Pedestrian or Bicycle/Pedestrian Crossing sign shall be placed at**
77 **one or more of the following locations at or near the crosswalk:**

- 78 **A. In the roadway on the center line**
79 **B. In the roadway on a lane line**
80 **C. On a median island**

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

86 04 If used, the Overhead Pedestrian or Bicycle/Pedestrian Crossing sign shall be placed
87 over the roadway at the crosswalk location.

88 05 An In-Street or Overhead Pedestrian ~~Crossing~~ or Bicycle/Pedestrian Crossing sign shall
89 not be placed in advance of the crosswalk to educate road users about the State law prior to
90 reaching the crosswalk, nor shall it be installed as an educational display that is not near
91 any crosswalk.

92 *Guidance:*

93 06 *If an island (see Chapter 3I) is available, the In-Street Pedestrian or Bicycle/Pedestrian*
94 *Crossing sign, if used, should be placed on the island.*

95 *Option:*

96 07 If a Pedestrian Crossing (W11-2) or Bicycle/Pedestrian Crossing (W11-15) warning sign is
97 used in combination with an In-Street or an Overhead Pedestrian or Bicycle/Pedestrian Crossing
98 sign, the W11-2 or W11-15 sign with a diagonal downward pointing arrow (W16-7P) plaque
99 may be post-mounted on the right-hand side of the roadway at the crosswalk location.

100 07a In-Street Pedestrian or Bicycle/Pedestrian Crossing signs may be mounted back to back for
101 median or centerline of undivided roadway applications. [Approved January 6, 2017 # 16B-
102 RW-02]

103 **Standard:**

104 08 The In-Street Pedestrian or Bicycle/Pedestrian Crossing sign and the Overhead
105 Pedestrian or Bicycle/Pedestrian Crossing sign shall not be used at signalized locations.

106 09 The STOP FOR legend shall only be used in States where the State law specifically
107 requires that a driver must stop for a pedestrian or bicyclist in a crosswalk.

108 10 The In-Street ~~Pedestrian~~ Crossing sign shall have a black legend (except for the red
109 STOP or YIELD sign symbols) and border on a white background, surrounded by an outer
110 yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead
111 Pedestrian or Bicycle/Pedestrian Crossing sign shall have a black legend and border on a
112 yellow or fluorescent yellow-green background at the top of the sign and a black legend
113 and border on a white background at the bottom of the sign (see Figure 2B-2).

114 11 Unless the In-Street ~~Pedestrian~~ Crossing sign is placed on a physical island, the sign
115 support shall be designed to bend over and then bounce back to its normal vertical position
116 when struck by a vehicle.

117 *Support:*

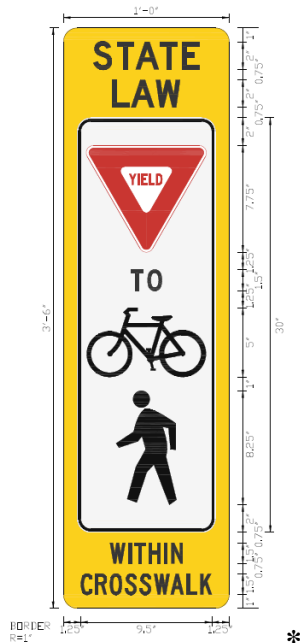
118 12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-
119 Street ~~Pedestrian~~ Crossing sign. See Section 2A.21 for sign mounting methods. [Approved
120 January 6, 2017 # 16B-RW-02]

121 **Standard:**

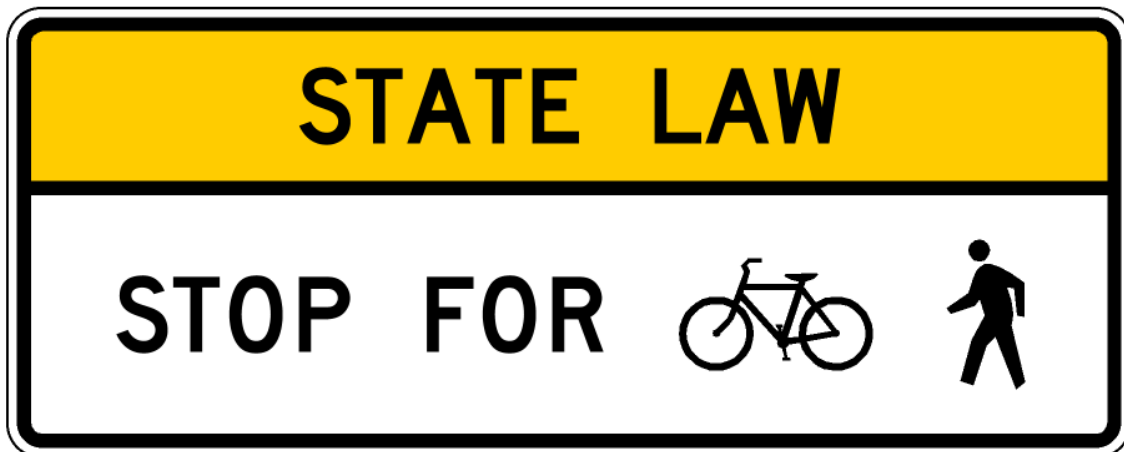
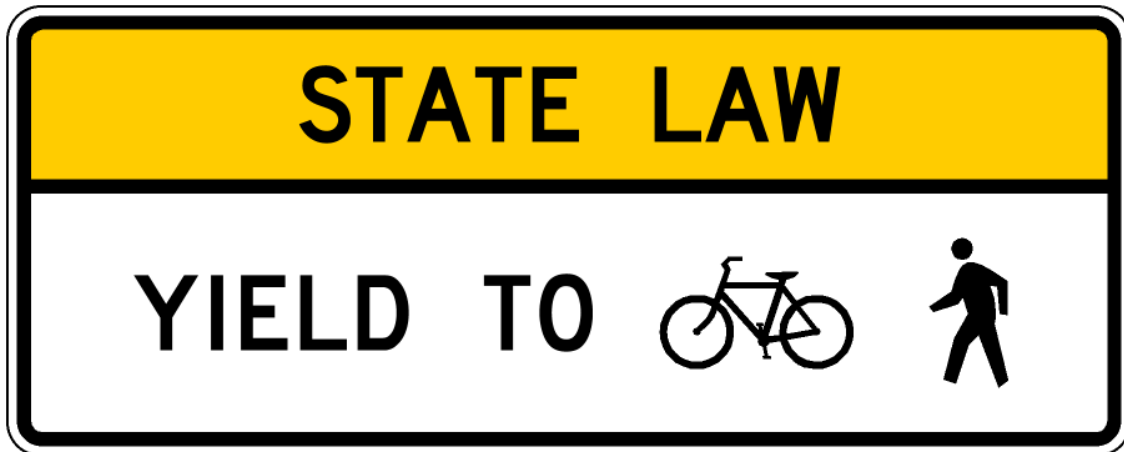
122 13 The top of an In-Street Pedestrian or Bicycle/Pedestrian Crossing sign shall be a
123 maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian or
124 Bicycle/Pedestrian Crossing sign placed in an island or on top of a curb [Approved
125 January 6, 2017 # 16B-RW-02] shall be a maximum of 4 feet above the island surface or top
126 of curb. [Approved January 6, 2017 # 16B-RW-02]

127 Option:
 128 14 The In-Street Pedestrian or Bicycle/Pedestrian Crossing signs may be used **seasonably**
 129 seasonally [Correction of word usage identified in “Known Errors in the 2009 MUTCD with
 130 Revisions 1 and 2 Incorporated”] to prevent damage in winter because of plowing operations,
 131 and may be removed at night if the pedestrian activity at night is minimal.
 132 15 In-Street Pedestrian Crossing signs, Bicycle/Pedestrian Crossing signs, Overhead Pedestrian
 133 Crossing signs, Overhead Bicycle/Pedestrian Crossing signs, and Yield Here To (Stop Here For)
 134 Pedestrians or Bicycle/Pedestrian signs may be used together at the same crosswalk.

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 136 [Add signs R1-6b, R1-6c, R1-9b and R1-9c to Figure 2B-2]
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 139 R1-6b (12"x42") [Sign R1-6c would replace the YIELD symbol and the word TO with a STOP
 140 symbol and the word FOR]



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*R1-9b (24"x90") [Sign R1-9c would replace the words YIELD TO with the words STOP FOR]

*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]