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

TECHNICAL
COMMITTEE:
Regulatory Warning Sign 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
(sidewalk), 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.
In seventeen states and the District of Columbia, bicyclists are explicitly granted the same rights and duties applicable to pedestrians when operating on sidewalks and within crosswalks. In an additional six states, bicyclists are permitted to use the sidewalk; crosswalks are not explicitly mentioned. In twenty-two states, bicyclists operating on the sidewalk and within crosswalks are not specifically addressed. There are only five states which explicitly prohibit cyclists from using sidewalks and crosswalks. In some cases, local ordinances prohibit or permit the use of cyclists on sidewalks and crosswalks.

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

**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].

**PART 2. SIGNS**

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

Section 2B.12 In-Street and Overhead Pedestrian and Bicycle/Pedestrian Crossing Signs

(R1-6 series, R1-6a and R1-9 series, R1-9a).

Option:

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

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

Standard:

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

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

04 If used, the Overhead Pedestrian or Bicycle/Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.
05 An In-Street or Overhead Pedestrian Crossing or Bicycle/Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

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

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

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

Standard:
08 The In-Street Pedestrian or Bicycle/Pedestrian Crossing sign and the Overhead Pedestrian or Bicycle/Pedestrian Crossing sign shall not be used at signalized locations.
09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian or bicyclist in a crosswalk.
10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian or Bicycle/Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).
11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

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

Standard:
13 The top of an In-Street Pedestrian or Bicycle/Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian or Bicycle/Pedestrian Crossing sign placed in an island or on top of a curb [Approved January 6, 2017 # 16B-RW-02] shall be a maximum of 4 feet above the island surface or top of curb. [Approved January 6, 2017 # 16B-RW-02]
The In-Street Pedestrian or Bicycle/Pedestrian Crossing signs may be used seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal. In-Street Pedestrian Crossing signs, Bicycle/Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, Overhead Bicycle/Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians or Bicycle/Pedestrian signs may be used together at the same crosswalk. [Add signs R1-6b, R1-6c, R1-9b and R1-9c to Figure 2B-2]
*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]