



National Committee on Uniform Traffic Control Devices

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Item No.: 25A-BIK-02

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

COMMITTEE / TASK FORCE: Bicycle Technical Committee
ITEM NUMBER: 25A-BIK-02
TOPIC: Chapter 9C 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: 06/12/2025

This is a recommended change 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 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 corrections that are in the interest of consistency and uniformity.

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 [bracketed white text in shaded green].

PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9C. WARNING SIGNS AND OBJECT MARKERS

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

Guidance:

~~Where~~ When engineering judgement determines that the visibility ~~To warn bicyclists of unexpected~~ changes in alignment of a direction-of-a shared-use path or a separated bicycle lane on independent alignment is limited, direction, appropriate Turn, Curve, or Large Arrow (W1-1 through W1-7) signs (see Figure 9C-1) should be used. [Text edit to be consistent with other Part 9 Section 9C.02]
The W1-1 through W1-5 signs should be installed at least 50 feet in advance of the beginning of the change in alignment.

Section 9C.02 Intersection Warning Signs (W2 Series)

Option:

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

Guidance:

When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used.
Intersection Warning signs should not be used where the shared-use path approach to the intersection is controlled by a STOP sign, a YIELD sign, or a traffic control signal.

Section 9C.02a Advance Traffic Control Signs (W3 Series)

Guidance:

When engineering judgement determines that ~~the visibility of~~ a STOP sign, a YIELD sign, or a traffic control signal on a shared-use path or separated bicycle lane approach to an intersection is not visible for a sufficient distance to permit the bicyclist ~~bikeway user~~ to respond to the device, the appropriate ~~Stop Ahead (W3-1), Yield Ahead (W3-2), or Signal Ahead (W3-3)~~ Advance Traffic Control Sign should be used.
If used, the W3-1 through W3-3 signs should be installed at least 50 feet in advance of the traffic control sign or signal.

[Figure 9C-1 illustrates the W3 Series advance traffic control warning signs but as written, Section 9C.02 Guidance does not provide any information for instances where the sight distance to a STOP sign, YIELD sign or traffic control signal on the shared-use path approach to an intersection is limited. The recommended language is consistent with Section 2C.35 Advance Traffic Control Signs.]

Section 9C.04 Bicycle Warning and Trail Crossing Signs (W11-1, ~~and~~ W11-15 and W11-15a)

Support:

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

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

Option:

03 The Trail Crossing (W11-15) sign (see Figure 9C-1) may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL CROSSING (W11-15P) supplemental plaque may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups cross the roadway.

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

Guidance:

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

~~Guidance:~~

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

Standard:

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

06a Except as provided in Paragraphs 06b and 06c of this Section, a ~~A~~ Bicycle Warning or Trail Crossing sign assembly shall not be installed on an approach ~~to a trail crossing~~ controlled by a STOP or a YIELD sign or traffic control signal. [Paragraphs 06a, 06b, 06c added for consistency with Section 2C.54 for the W11-15 sign.]

Option:

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

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

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

Guidance:

08 *When the fluorescent yellow-green background color is used, a systematic approach featuring one*

background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a zone or area should be avoided.

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



W11-15a*

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