Resources

- MUTCD 11th Edition - FHWA MUTCD (dot.gov)

Additional Resources

Changes from the 2009 Edition

To assist agencies in understanding the new provisions, supplementary documents detailing new content of the 11th Edition of the MUTCD (December 2023 predecessor, the 2009 Edition with Revisions 1, 2, & 3 incorporated (August 2022), are available in the Rulemaking Docket and linked below.

- 2009 MUTCD Text Redline with 11th Edition Changes
- MUTCD 11th Edition Supplemental Summary of Dispositions for Final Rule Changes

List of Known Errors

- List of Known Errors in the 11th Edition of the MUTCD

Coming Soon

- PowerPoint presentations on the major changes from the 2009 Edition of the MUTCD
- Updated *Standard Highway Signs* publication
- Microlearning Video Series

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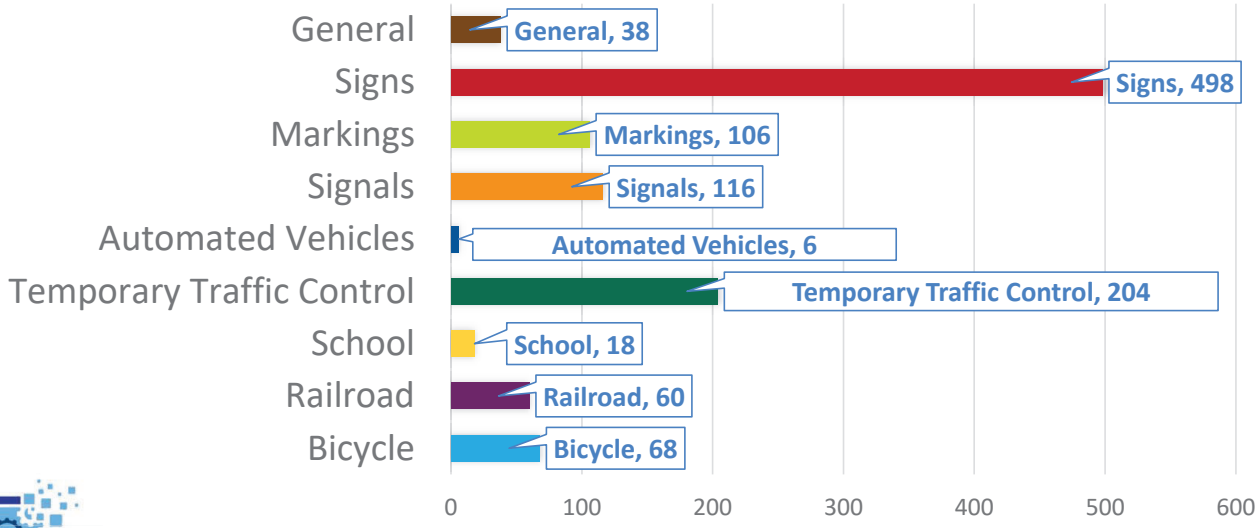
MUTCD Parts 1 through 9



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State Adoption of the MUTCD

States have until January 18, 2026 to:

- Adopt national MUTCD
- Adopt national MUTCD and state supplement
- Adopt state MUTCD

State MUTCD/supplement shall be in substantial conformance

- All **shall's** and *should*
- must be in state document
- No document can negate a **shall** or *should*

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Source: H. Gene Hawkins, Jr., Phd. P.E.

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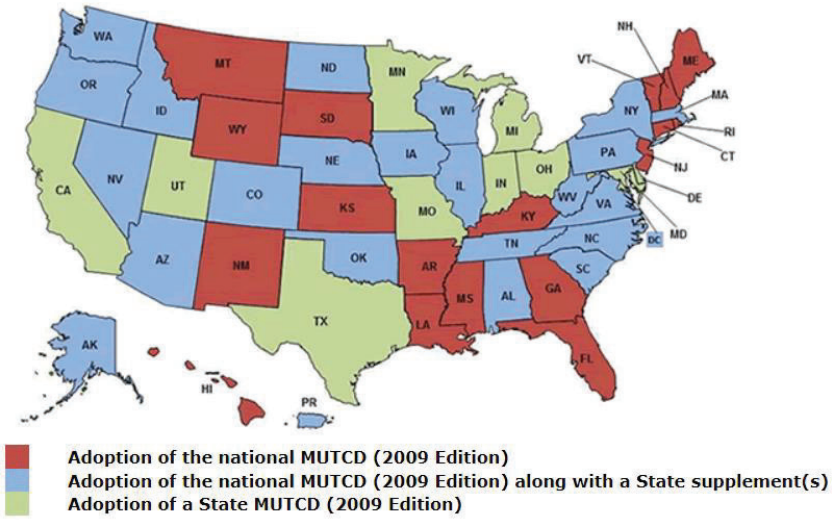
State Adoption of MUTCD



Source: FHWA

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MUTCD Purpose

IS	ISN'T
Law	Geometric Design
National Standards	Countermeasures
Technical Guidance	Strategy
DOES	**DOESN'T**
Design & Operations	Community Design
Vulnerable Road Users	Travel Modes
Predictable Response	Land Use

Source: FHWA MUTCD Preamble

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Compliance Dates

Table 1B-1. Target Compliance Dates Established by the FHWA

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026
8B.16	High-Profile Grade Crossings	Paragraphs 3 and 7 - Recommended installation of Low Ground Clearance and/or Vehicle Exclusion signs and detour signs for vehicles with low ground clearances that might hang up on high-profile grade crossings at locations with a known history	5 years from the effective date of this edition of the MUTCD
8D.09 through 8D.12	Highway Traffic Signals at or Near Grade Crossings	Assessment and determination of appropriate treatment to achieve compliance (preemption, movement prohibition, pre-signals, queue cutter signals)	10 years from the effective date of this edition of the MUTCD

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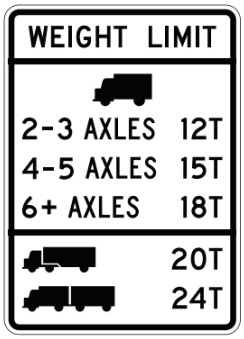
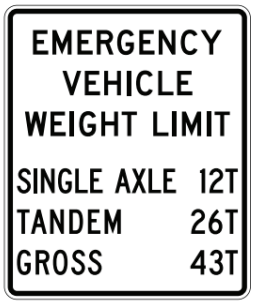
Weight Limit Signs

- New weight limit signs New Standard Section 6G.06
- New emergency vehicle weight limit signs
- New requirement for advance notice of weight restrictions
- **5-year compliance date (January 2029)**



R12-6

R12-7aP



R12-7

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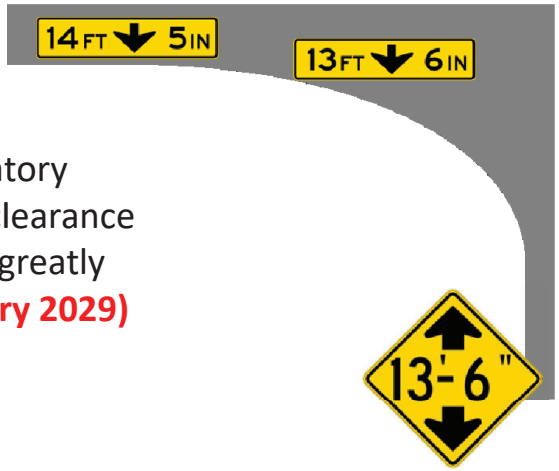
Low Clearance Signs



- Low clearance advance sign now mandatory
- New W12-2b sign for lane-specific low clearance
  Recommended where clearance varies greatly
- **5 year compliance date for both (January 2029)**

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Source: Richard Moeur, PE

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3A.05. Pavement Marking Retroreflectivity

- Maintain minimum retroreflectivity
  - **35 mph ≥ 50 mcd/m²/lx**
  - *70 mph ≥ 100 mcd/m²/lx*
- Longitudinal markings (Centerline, Lane Line & Edgeline)
- Implement method *(see "Methods for Maintaining Pavement Marking Retroreflectivity"*
- Exceptions (lighting, ADT < 6,000 vpd, some dotted extensions, curb markings, parking & shared-use path markings)
- **Less than 2.5 year compliance date (September 2026)**

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Low Ground Clearance Grade Crossing Signs (W10-5)

- Low Ground Clearance Sign and/or
- Vehicle Exclusion Signs and/or
- Detour Signs
- **5 year compliance date (January 2029)**

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Signals at/near Grade Crossings

- Section 8D.09 – 8D.12
- Appropriate treatment
  - Preemption
  - Movement prohibition
  - Pre-signals
  - Queue cutter signals
- Assessment and Determination of appropriate treatment to achieve long-term compliance is required within 10 years of adoption of federal MUTCD (January 2034)

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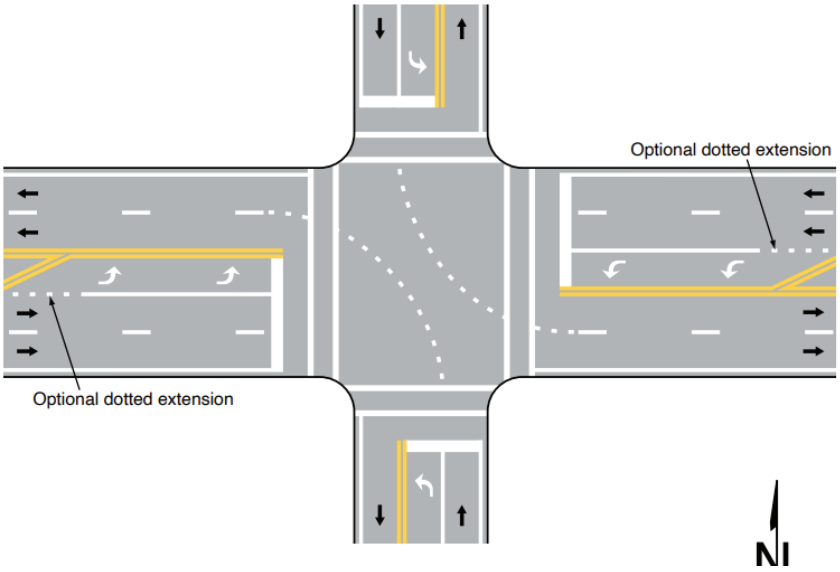
Part 3 - Markings



Part 3

- New Chapter on Crosswalk Markings
  - 3A General
  - 3B Pavement and Curb Markings
  - 3C Crosswalk Markings (NEW CHAPTER)
  - 3D Circular Intersection Markings
  - 3E Preferential Lane Markings for Motor Vehicles
  - 3F Markings for Toll Plazas
  - 3G Delineators
  - 3H Colored Pavement
  - 3I Channelizing Devices Used for Emphasis of Pavement Marking Patterns
  - 3J Marking and Delineation of Islands and Sidewalk Extensions
  - 3K Rumble Strip Markings

3A.04. Functions, Widths, and Patterns of Longitudinal Pavement Markings

3A.04 The general functions of longitudinal lines shall be as follows: (NEW STANDARD)

E. A dotted line used as a lane line or edge line extension guides vehicles through an intersection, a taper area, or an interchange ramp area.

3A.04 The widths and patterns of longitudinal lines shall be as follows: (NEW LANGUAGE)

C. Double line—two parallel lines separated by a discernible space. The pavement surface shall be visible between the lines in the same way that it is visible outside the lines, except where contrast markings are used in combination with the double line (see Section 3A.03)

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Part 3 Color and Contrast

Standards and Guidance Only:

3A.03 - Colors

Black has been removed from the markings list of colors as a Standard. Black markings may be used in combination with colors . . . to enhance the contrast with a light-colored pavement. Download: Contrast Pavement Markings Practices | The National Academies Press

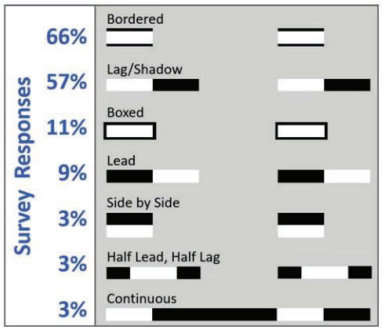
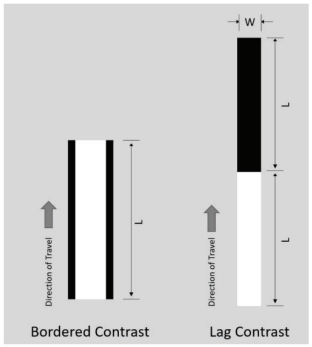


Figure 7. Responses to "What contrast marking types are currently used by your agency? (select all that apply)" (35 responses).

Figure 3A-XX. Bordered and Lag Contrast Pattern



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Chapter 3B. Pavement and Curb Markings

- KNOWN ERROR- 3B.01 Yellow Center Line Pavement Markings

Known Error below:

Part 3

Section 3B.01

- Between Paragraphs 06 and 07: The header "*Guidance*" should be changed to "Support".
- Paragraph 07: The font should not be italicized to indicate a Support statement.
- Between Paragraphs 07 and 08: The header "*Guidance*" should be added.

Language in the 11th Edition of the MUTCD

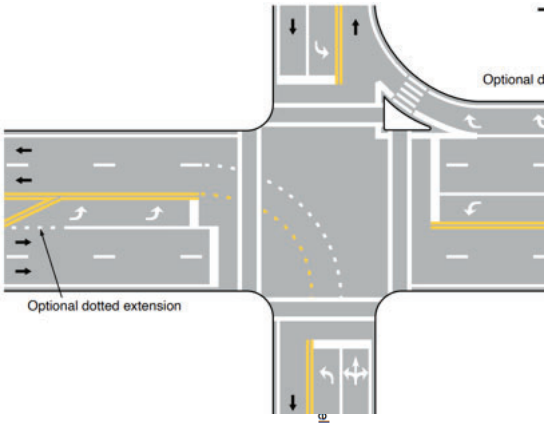
Guidance:

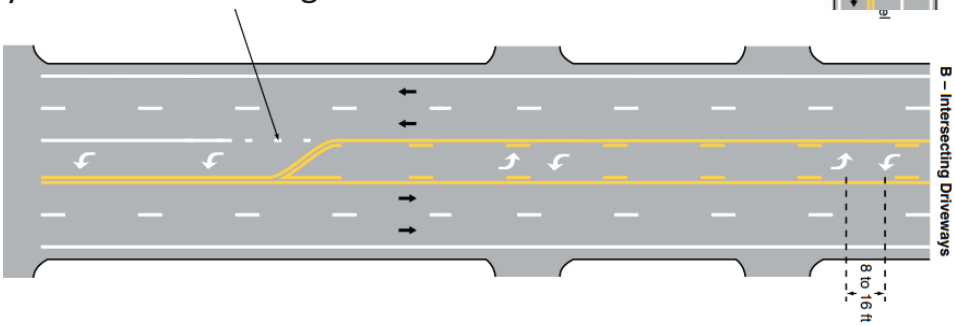
07 *Section 3B.11 contains information for application of pavement markings through intersections or interchanges.*

08 *On two-way roadways with three through lanes for moving motor vehicle traffic, two lanes should be designated for traffic in one direction by using one-direction or two-direction no-passing zone markings as shown in Figure 3B-3.*

No Passing Zones Approaching Crosswalks

3B.03 –New Standard that No Passing Zones shall be used on approaches to crosswalks
3B.05 –New Standard for Two-Way Left Turn Lanes(TWLTL) should not extend to intersections.
3B.05 –New Standard for TWLTL that a single direction lane arrow shall not be used be used on both sides by Yellow TWLTL longitudinal markings.





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Pavement and Curb Markings

- New Section 3B.02 Warrants for Yellow Centerlines in place of 2B.01 Centerline Pavement Markings and Warrants.
- New Section 3B.05 TWLTL. New Guidance *that two-way left-turn markings should not extend to the intersections.*
- Section 3B.09 Edge Line Pavement Markings. Increasing edge line width from 4" to 6" did not become a Standard or a Guidance however, it is a Support statement that it can be a beneficial countermeasure on all facility types.

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Dotted White Line Extensions

- 3B.07 – White Lane Line Markings for Non-Continuing Lanes
  - Upgraded from Option to Standard
  - **P01 – A normal width dotted white line marking shall be used as the lane line to separate a through lane that continues beyond the interchange or intersection from an adjacent deceleration or acceleration lane.**
  - Requiring dotted white lane extension for acceleration or deceleration lanes. However, NPA stated that acceleration lanes to a standard was not adopted. Language is still in MUTCD
  - Figures version Language, typically language gets the priority. Some of the figures do not call out that the deceleration tapers to turn lanes as optional. However, there is a published Known Error that these are considered optional. 3B.22

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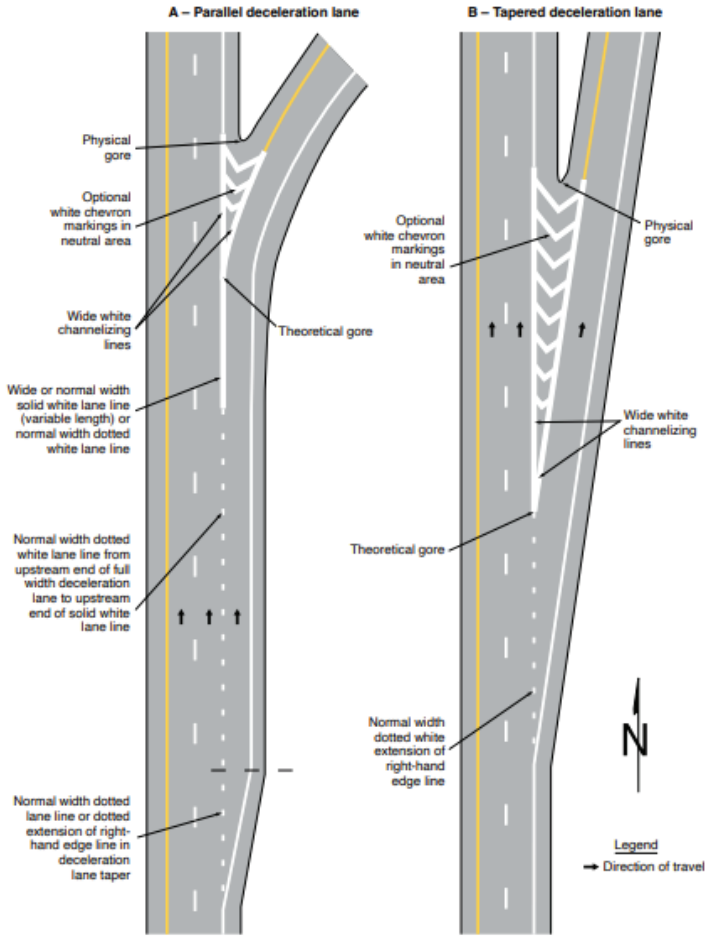
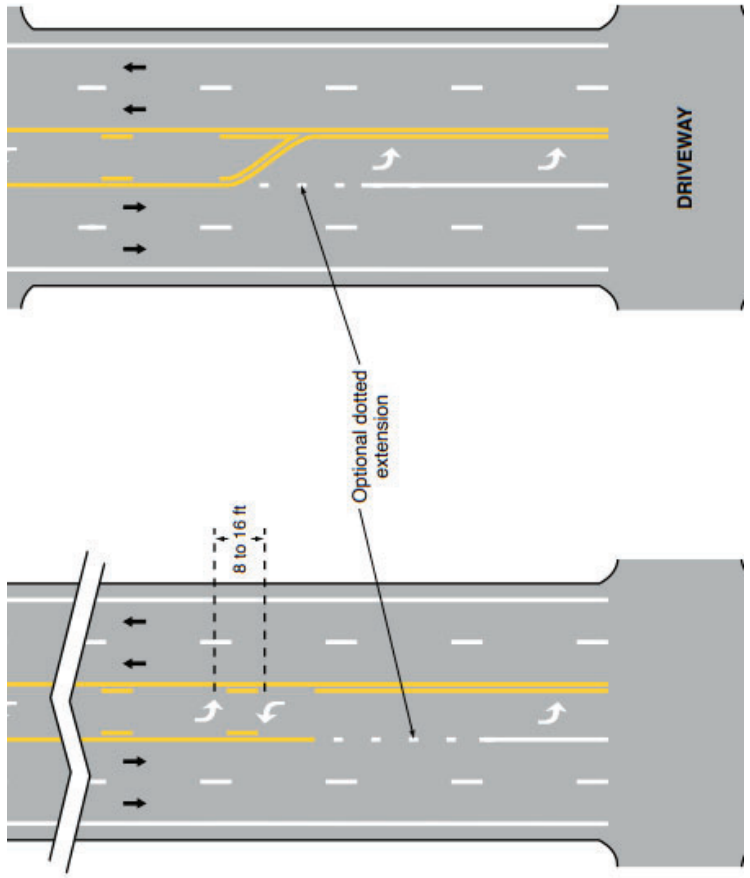
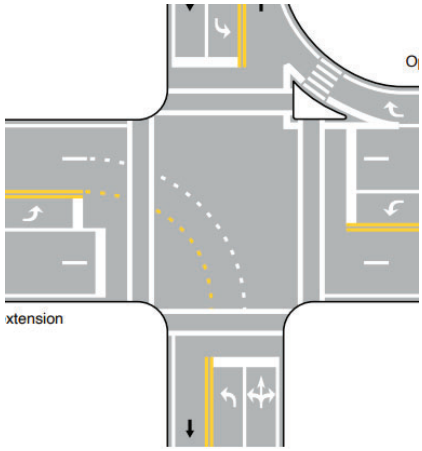
Figure 3B-9. Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 2)





Edge Line Markings

- 3B.11 –Guidance from Standard. Pavement Marking extended into or continued through an intersection or interchange area should be at least the same width as the line markings they extend. (Same Color remains the Standard)
- 3B.11 –Guidance from Standard - Edge line markings should not be continued through intersection except when dotted edge line extensions or T-Intersection.



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Yield Controlled Intersections

- 3B.19 – Added language to Standard
  - Yield lines shall not be used where drivers are required to Stop to include School Crossing and Trail Crossing signs
  - New Standard: If used, a yield line pavement marking shall not be installed without a YIELD sign. . .
- 3B.19 – New Option. “if a yield line marking is used on a bicycle facility, an R9-6 sign may be used.
- 3B.20 New Option that on roads with posted speeds at or below 25 mph may reduce word, symbol and arrow markings by 25%.

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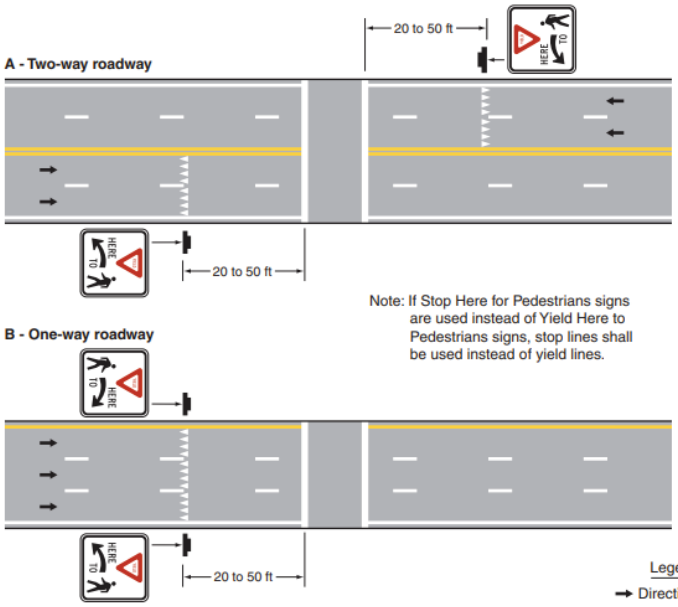
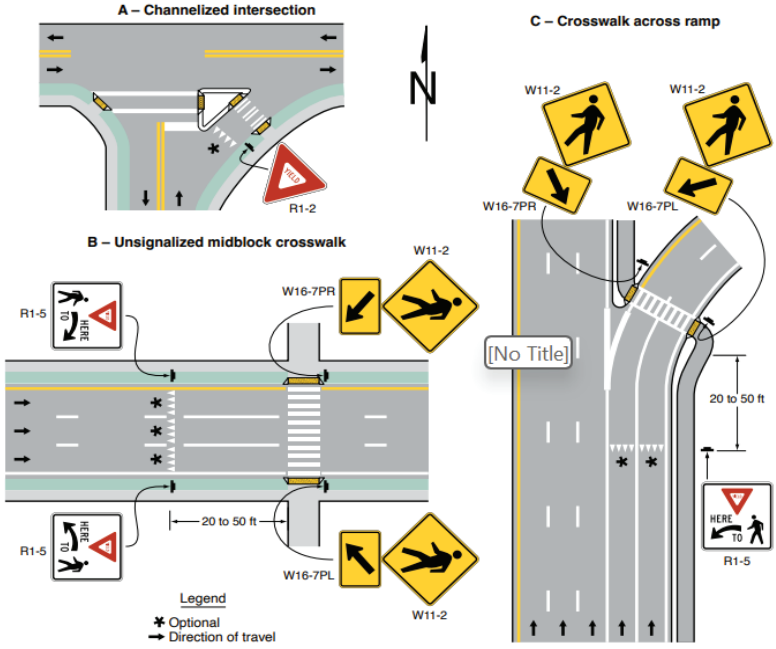
2009 Figure - No Longer in MUTCD

Figure 3B-17. Examples of Yield Lines at Unsignalized Midblock Crosswalks



11th Edition - New Figure

Figure 3B-16. Examples of Yield Line Applications



Chapter 3C Crosswalks

- Crosswalk, as defined by the AASHTO Design Guide: "A marked or unmarked pedestrian crossing, typically at an intersection, connecting designated pedestrian access routes (like sidewalks, shoulders, or pathways) on opposite sides of a roadway, and must meet accessibility standards."

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Chapter 3C Crosswalk Markings

- 3C.02. New Standard that "**Crosswalk markings shall be provided at legally established crosswalks at non-intersection locations**."

- 3C.03 Standard from Guidance with new standard language.
  - "Except as provided in Paragraph 6 of this Section, the minimum width of a marked crosswalk shall be 6 feet."
  - P06 states: "At a non-intersection crosswalk where the posted speed limit is 40 mph or greater, the minimum width of a crosswalk shall be 8 feet."
  - The minimum widths include the 6" or more marking width

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Crosswalks and Traffic Signals

- New language to Guidance Statement - that locations controlled by a traffic signal; crosswalk markings *should* be installed.
- Engineering judgement removed from Guidance but is under the Option that the crosswalk may be omitted if engineering judgement indicate . .

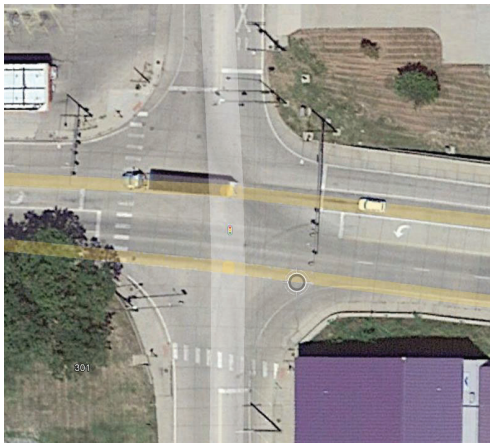

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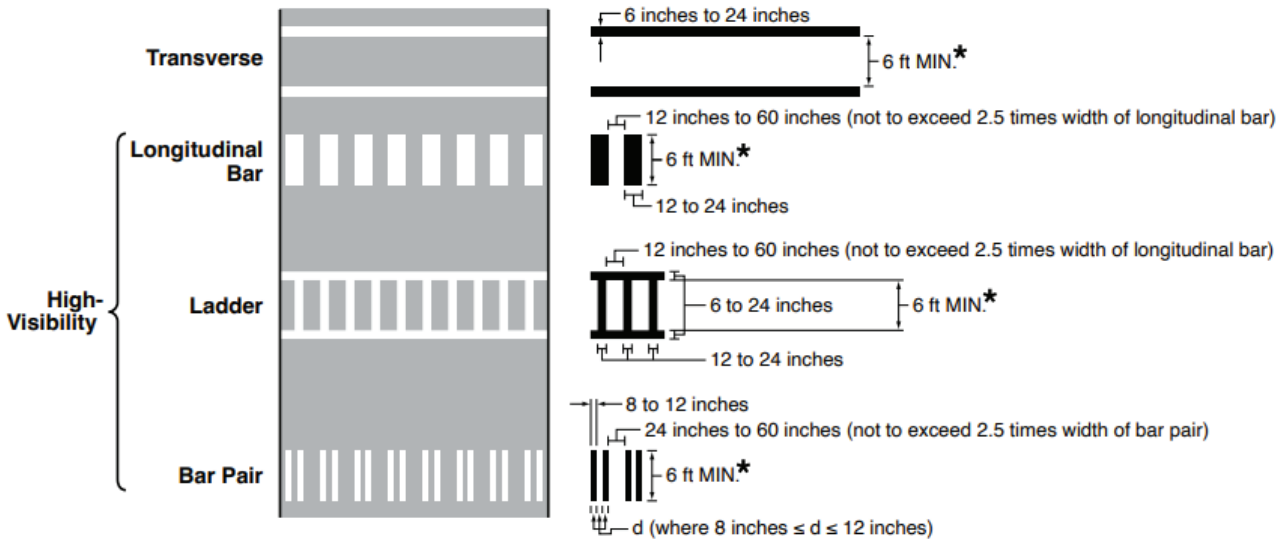
Figure 3C-1. Crosswalk Markings



* Minimum crosswalk width shall be 8 feet where the posted speed limit is 40 mph or greater at a non-intersection crosswalk.

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More Crosswalks

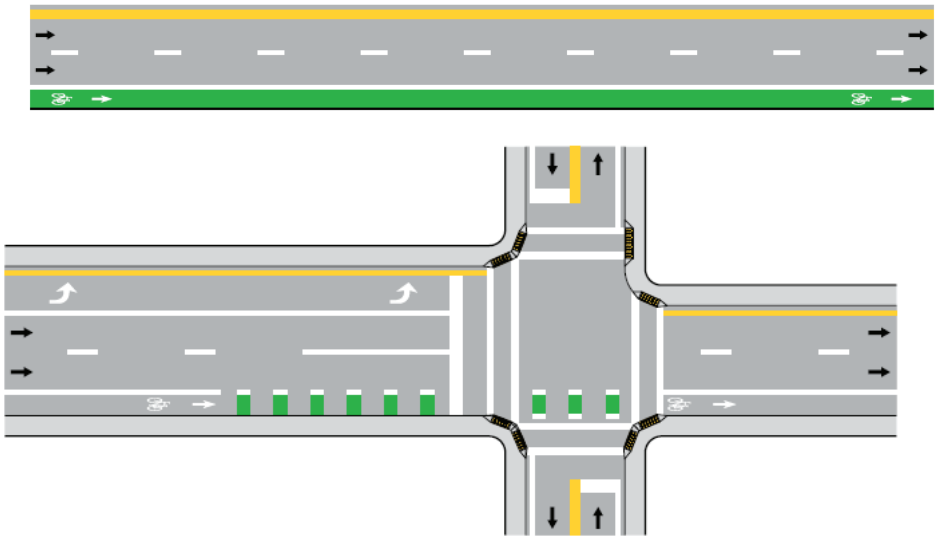
- 3C.03 New Standard from Guidance – "**Where curb ramps are provided, crosswalk markings shall be located so that the curb ramps are within the extension of the crosswalk markings**."
- Section 3C.04 Transverse Line Crosswalks – *Limited to traffic control signal, STOP or YIELD control.*
  - *Transverse line crosswalk markings should extend across the full width of the pavement . . . . To discourage diagonal walking*
- Section 3C.05 High-Visibility Crosswalks
  - Section 3C.06 Longitudinal Bar Crosswalks (improved detection and recognition for people with low vision and cognitive impairments.)
  - Section 3C.07 Ladder Crosswalks (can be used to discourage or prohibit diagonal walking between crosswalks)
  - Section 3C.08 Bar Pair Crosswalks (less maintenance)

Section 3H.06 Green-Colored Pavement

- New Section 3H.06 Green-colored Pavement for Bike Lanes.
- Standard, If used, green-colored pavement shall be limited to:
  - Bicycle lanes, Extension of bicycle lanes through intersections, extension of bicycles lanes through areas where motor vehicles enter a mandatory turn lane . . ., two-stage bicycle turn boxes, bicycle boxes and as a background for bicycle detector symbols.

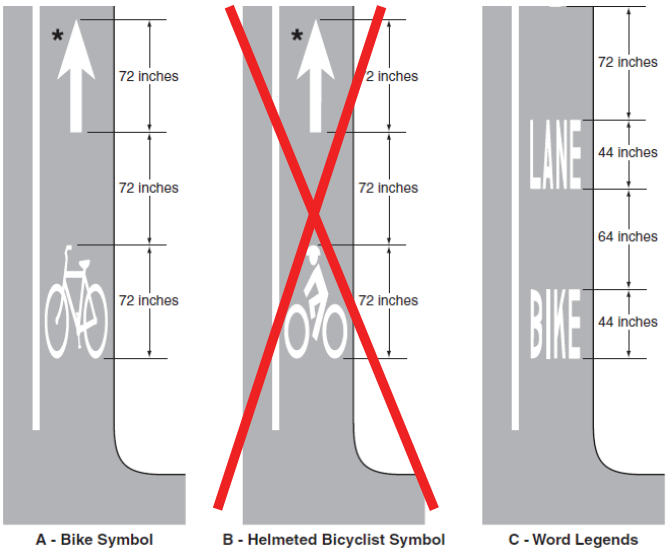
Green -Colored Pavement

Figure 3H-4



Bicycle Facilities

- Pavement Markings



Chapter 3D. Circular Intersection Markings

- Section 3D.06 Arrow Pavement Markings for Roundabouts
  - New Standard - **Lane-use arrow pavement markings shall not be provided between a crosswalk and a wide dotted line across the lane(s) entering the circular roadway.**

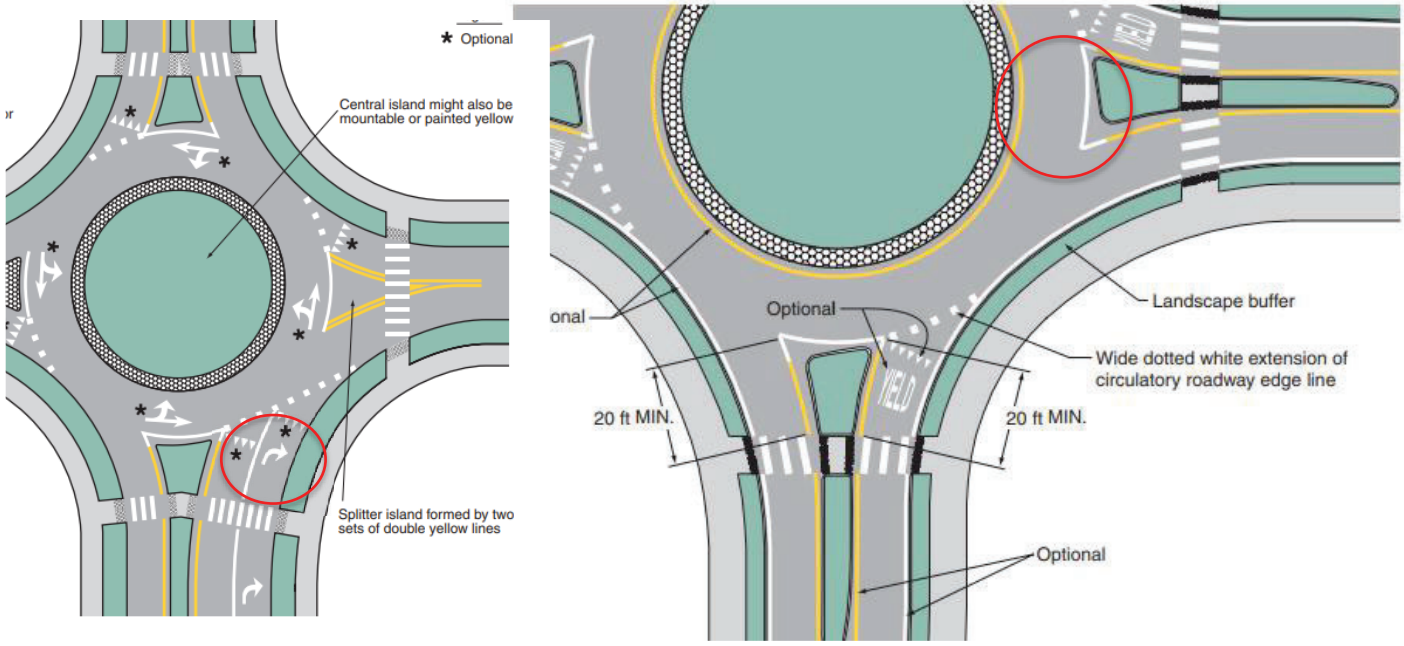
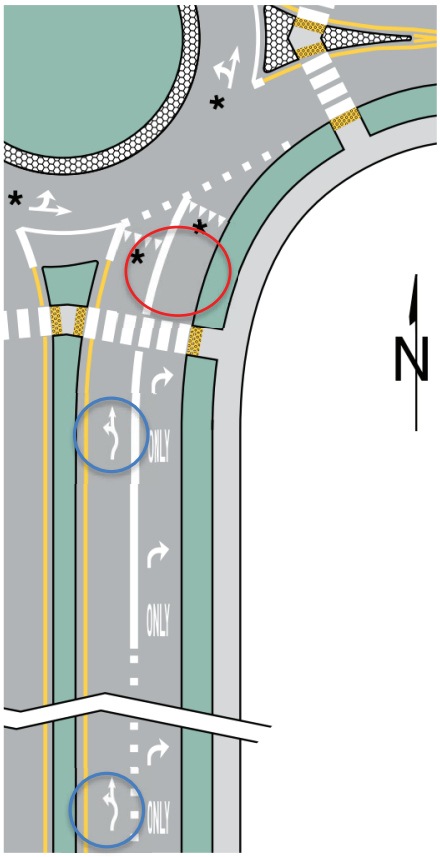
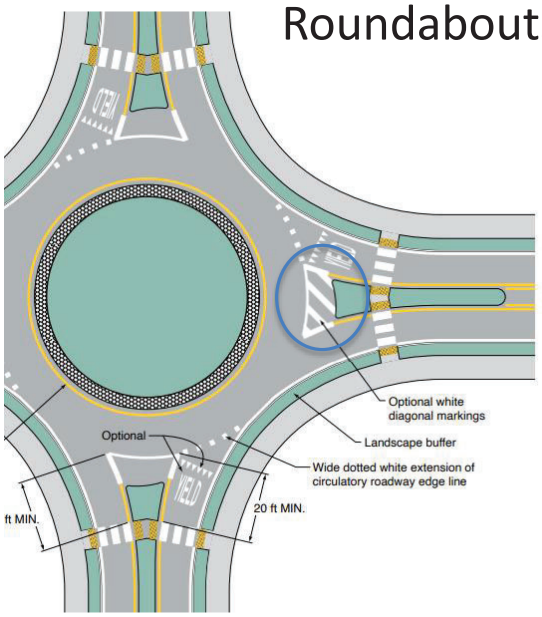


Figure from 2009 MUTCD

11th Edition Pavement Marking Figures for Roundabouts





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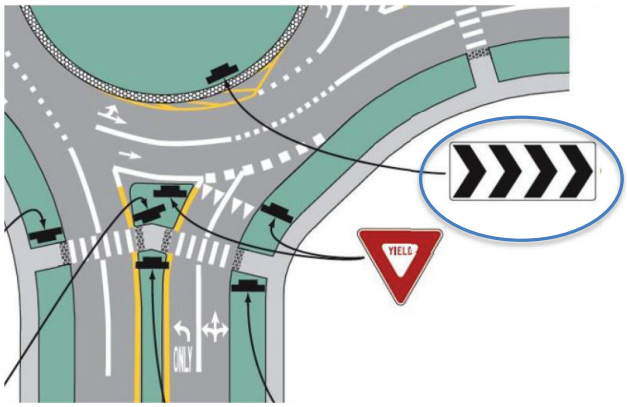
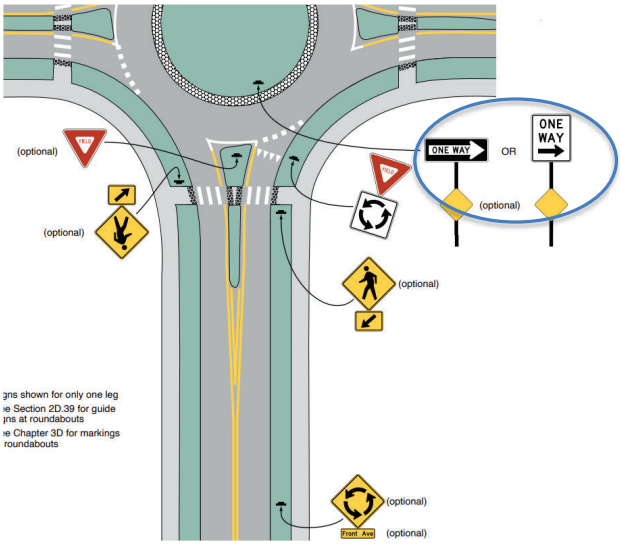
Roundabout Changes Section 2B.51

2009 Edition



11th Edition



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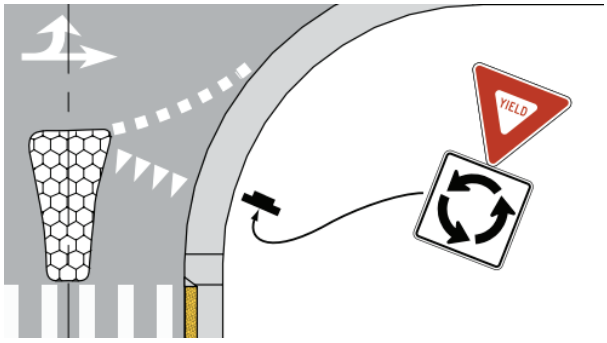
Roundabout Changes Section 2B.51

Guidance: Where the central island of a roundabout or traffic circle does not provide a reasonable place to install a sign as provided elsewhere in this Chapter, Roundabout Circulation (R6-5P) plaques should be placed below the YIELD sign on each approach.



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LED'S ARE IN THE MUTCD

- New - Section 2A.12 contains information regarding the use of light-emitting diode (LED) units within the border of a sign.
- New Standard: Where LED units are used to enhance the conspicuity of a sign, the sign shall otherwise comply with the requirements for retroreflection and illumination for nighttime viewing (see Section 2A.21).
- New Standard: . . . Neither individual LEDs nor groups of LEDs shall be placed within the background area of a sign. (Except for STOP, YIELD, DO NOT ENTER, AND WRONG WAY signs, or STOP/SLOW paddles used by flaggers or CMS)

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More Standards on LED's

- Maximum pitch of 20 millimeters to cover the stroke width of the letter or symbol.
- LEDs shall not protrude outside the sign border or legend . . . Shall have a maximum diameter of ½ inch and shall be the following colors:

A. White or red, with STOP, YIELD, DO NOT ENTER, or WRONG WAY signs.
B. White, with other regulatory signs.
C. White or yellow, with warning signs.
D. White or green, with guide signs.
E. White, yellow, or orange, with temporary traffic control signs.
F. White, yellow, or fluorescent yellow-green, with school area or pedestrian or bicycle warning signs.

- If flashed, all LED units shall flash simultaneously at a steady rate between 50 and 60 times per minutes. (no sequential (chasing) or variable flash rates (dancing), except as allowed in this Manual.

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Continuous or Actuated Flashing LEDs Actuated LED Pedestrian Warning Signs

- STOP or YIELD signs, flashing LED units shall operate continuously. Actuation of the LED units shall not be allowed.
- Flashing LED units shall not be used within the legend or border of a Speed Limit sign to indicate that the displayed speed limit is in effect.
- LED units shall not be used within the legend or border of a sign in conjunction with the phrase WHEN FLASHING in its legend or on a supplemental WHEN FLASHING plaque . .

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Flashing Beacons and/or LED's

This

Not That

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Section 4S.03 – FLASHING BEACONS

- New Standard language:
  - A beacon shall not be included within the border of a sign except for Interchange Exit Direction signs with advisory speed panels. (see Section 2E.25)
  - 2009 allowed for the excepting of SCHOOL SPEED LIMIT sign beacons. This has been removed.
- School zone signs using WHEN FLASHING * refers to Section 4S.04
  - Only change to the Standard is the signal indication nominal diameter is removed

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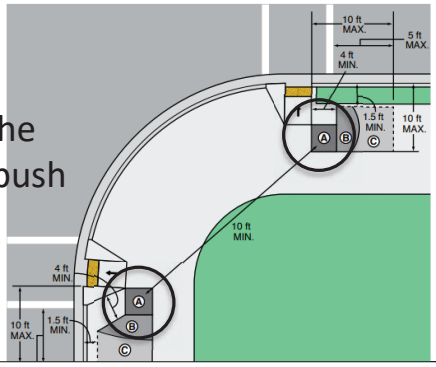
Notes that Accompany the Figure

Notes:

1. The push button detector should be located 5 feet or less from the outside edge of the marked crosswalk farthest from the intersection.
2. The push button detector should be located no farther from the crosswalk than the stop line, if one is present.
3. A 4-foot minimum unobstructed pedestrian access route should be maintained.
4. The maximum (MAX.) and minimum (MIN.) dimensions shown in this figure are recommendations.
5. Two pedestrian push buttons on the same corner should be separated by at least 10 feet. The 10-foot dimension shown in this figure is in reference to the placement of the push buttons within their respective areas.
6. Figure 4I-3 shows typical push button locations.
7. This figure is not drawn to scale.

New Figure showing A as the preferred location for the push button detector

Figure 4I-2. Preferred Push Button Location Area



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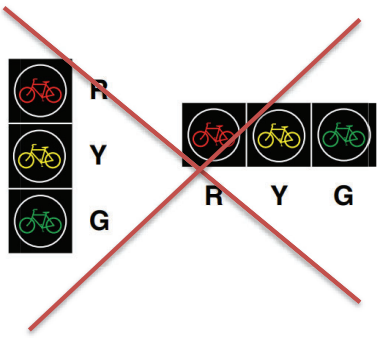
Section 4J New Standards

- If the pedestrian hybrid beacon is installed at or immediately adjacent to an intersection with a minor street, a STOP sign shall be installed for each minor-street approach
- Bicycle signal faces shall not be used at pedestrian hybrid beacons



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Part 2

- 2A – Function and Purpose of Signs
- 2B—Regulatory Signs, Barricades, and Gates
- 2C—Warning Signs and Object Markers
- 2D—Guide Signs for Conventional Roads
- 2E—Guide Signs for Freeways and Expressways
- 2F—Toll Road Signs
- 2G—Preferential and Managed Lane Signs
- 2H—General Information Signs
- 2I—General Service Signs
- 2J—Specific Service Signs
- 2K—Tourist-Oriented Directional Signs
- 2L—Changeable Message Signs
- 2M—Recreational and Cultural Interest Area Signs
- 2N—Emergency Management Signs

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Part 2 – Signs

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Section 2A.04 Design of Signs

18 Unless otherwise provided in this Manual for a specific sign or as provided in Paragraph 19 of this Section, telephone numbers, Internet addresses, e-mail addresses, domain names, uniform resource locators (URL), metadata tags ("hash-tags"), and scanning graphics (see Paragraph 17 of this Section) for the purpose of obtaining information (other than those for maintenance or inventory purposes per the provisions of Paragraphs 21 through 23 of this Section) shall not be displayed on any sign, plaque, sign panel, or changeable message sign.

Section 2A.04 Design of Signs

23 If displayed on the sign face, the date of fabrication, sign designation, sign size, manufacturer name, or similar maintenance and inventory information shall be completely within the border or inset along the bottom edge of the sign. The letter height or scanning graphic shall not exceed ¾ of the width of the border or inset or, if no border is used, shall not exceed 1.75 inches and shall be within 2 inches of the edge of the sign. The color of the lettering within the border shall be the same as the color of the sign background. The color of the lettering or scanning graphic within the inset shall be the same as the color of the sign border. For changeable message signs or blank-out signs, such information, if displayed, shall be embossed in a non-contrasting color in the *interior* housing of the sign.

Section 2A.09 Symbols

Option (previously Guidance)

02 Although most standard symbols are oriented facing left, mirror images of these symbols may be used where the reverse orientation might better convey to road users a direction of movement.

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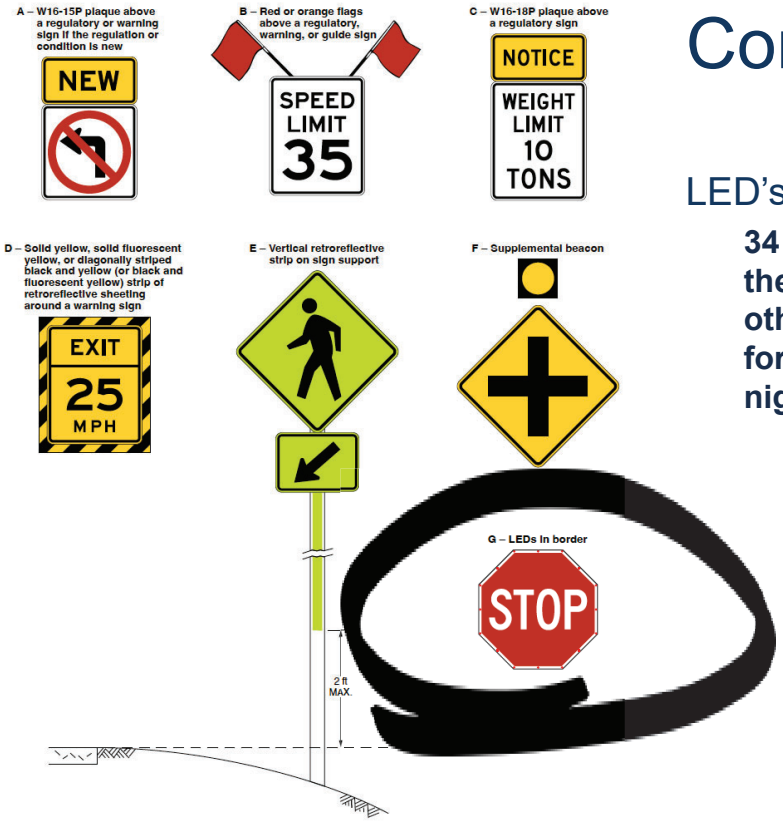
Figure 2A-1. Examples of Enhanced Conspicuity for Signs



Conspicuity

LED's (2A.12)

34 Where LED units are used to enhance the conspicuity of a sign, the sign shall otherwise comply with the requirements for retroreflection and illumination for nighttime viewing.

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2A.22 Maintaining Minimum Retroreflectivity

- Options for agency evaluation are no longer listed in the manual.
- ***Maintaining Traffic Sign Retroreflectivity (FHWA SA-07-020, Revised 2013)***
- See USDOT FHWA YouTube video:

Minimum Pavement Marking Retroreflectivity Practitioner Video (youtube.com)

2B. Design of Regulatory Signs

Standard: (previously Guidance)

04 LED signs displaying a part-time prohibitory message incorporating a red circle and diagonal of a static sign shall display a red symbol that approximates the same red circle and diagonal as closely as possible. The symbol of the action to be prohibited shall be displayed in white LEDs on a black background.

05 A regulatory sign displayed entirely with LEDs and incorporated within the border of a larger full-matrix changeable message sign shall display the regulatory sign legend in the size, shape, color, and legend of the standard regulatory sign.

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS
Section 2B.06 General Considerations

Section 2B.06 General Considerations

Support:

01 Unsignalized intersections represent the most common form of intersection right-of-way control. Selection of control type might be impacted by specific requirements of State law or local ordinances.

02 Roundabouts and traffic circles are circular intersection designs and are not traffic control devices. The decision to convert an intersection from a conventional intersection to a circular intersection is an engineering design decision and not a traffic control device decision. As such, criteria for conversion from a conventional intersection to a circular intersection are not included in the MUTCD.

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS
Section 2B.06 General Considerations

Guidance:

03 *The type of traffic control used at an unsignalized intersection should be the least restrictive that provides appropriate levels of safety and efficiency for all road users.*

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS
Section 2B.06 General Considerations

Support:

04 Some types of right-of-way control that can exist at an unsignalized intersection in order from the least restrictive to the most restrictive are the following:

1. No intersection control (see Section 2B.09)
2. Yield control (see Section 2B.10)
3. Minor road stop control (see Section 2B.11)
4. All-way stop control (see Section 2B.12)

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS
Section 2B.06 General Considerations

Guidance:

05 *When selecting a form of intersection control, the following factors should be considered:*

1. *Motor vehicle, bicycle, and pedestrian traffic volumes on all approaches; where the term units/day or units/hour is indicated, it should be the total of motor vehicle, bicycle, and pedestrian volume;*
2. *Driver yielding behavior with regard to all modes of conflicting traffic, including bicyclists and pedestrians;*
3. *Number and angle of approaches;*
4. *Approach speeds;*
5. *Sight distance available on each approach;*
6. *Reported crash experience; and*
7. *The presence of a grade crossing near the intersection.*

SIGNING FOR RIGHT-OF-WAY AT INTERSECTIONS
Section 2B.06 General Considerations

Standard: (previously Guidance)

- 06 **YIELD or STOP signs shall not be used for speed control.**

Section 2B.19 Yield Here to Pedestrians Signs and Stop Here for Pedestrians Signs (R-05 Series)

Support:

01 The R1-5 series signs are intended to mitigate the scenario that can place pedestrians at risk by blocking other drivers' view of pedestrians and by blocking the pedestrians' view of the vehicles approaching in the adjacent lanes.

Standard:

02 **Yield Here to (Stop Here for) Pedestrians (R1-5, R1-5a, R1-5b, R1-5c, R1-5d, and R1-5e) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk only where it crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW shall not be displayed on the R1-5 series signs.**

Section 2B.19 Yield Here to Pedestrians Signs and Stop Here for Pedestrians Signs (R-05 Series)

Guidance:

03 *If yield (stop) lines and Yield Here to (Stop Here for) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, the signs should be placed 20 to 50 feet in advance of the nearest edge of the crosswalk (see Section 3B.19 and Figure 3B-16).*

Standard:

04 **When used with a School Crossing assembly within school zones (see Part 7), the R1-5a and R1-5c signs shall be used in place of the R1-5 and R1-5b signs in accordance with Paragraph 2 of this Section.**

05 **When used with a Trail Crossing assembly (see Section 2C.54), the R1-5d and R1-5e signs shall be used in place of the R1-5 and R1-5b signs in accordance with Paragraph 2 of this Section.**

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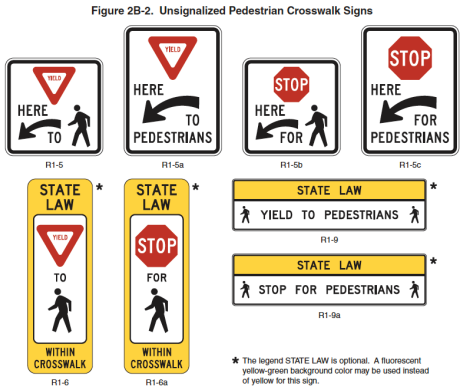
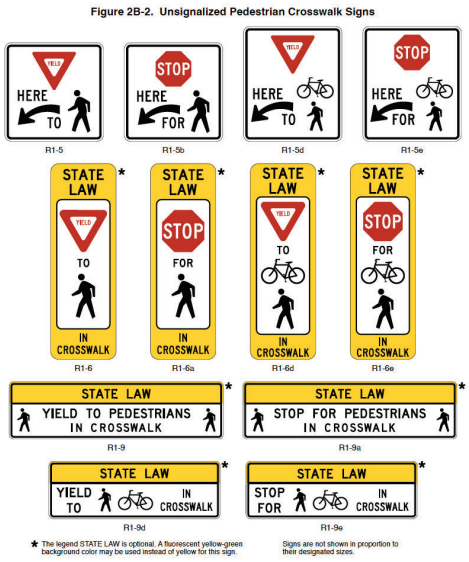
2B.20 In-Street and Overhead Pedestrian and Trail Crossing Signs

2009 Edition



11th Edition



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More on 2B.20

03 **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 a bicyclist in a crosswalk.**

08 **When used at an uncontrolled crossing, the In-Street or Overhead Pedestrian Crossing sign shall be used only as a supplement to a Pedestrian Crossing (W11-2) warning sign with a diagonal downward-pointing arrow (W16-7P) plaque at the crosswalk location.**

More on 2B.20

09 **When used at an uncontrolled crossing, the In-Street or Overhead Trail Crossing sign shall be used only as a supplement to a Trail Crossing (W11-15) warning sign with a diagonal downward-pointing arrow (W16-7P) plaque at the crosswalk location.**

10 **An In-Street or Overhead Pedestrian or Trail 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.**

Option

15 The In-Street and Overhead Pedestrian and Trail Crossing sign may be used at intersections or midblock pedestrian crossings with flashing beacons.

2B.57. Pedestrian Crossing Signs

Support

06 Pedestrians with vision disabilities might need features other than traffic control devices to provide effective communication of the prohibition of pedestrian crossing.

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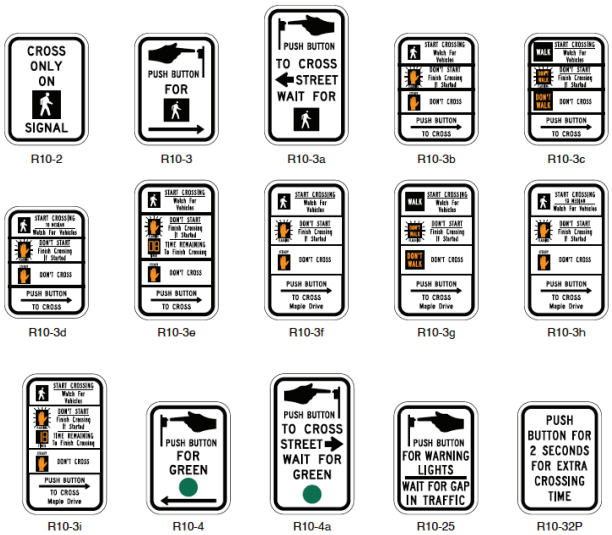
2B.57. Pedestrian Crossing Signs

Standard:

01 **Where manual actuation of a traffic signal is required for pedestrians or bicyclists to call a signal phase to cross the roadway, traffic signal signs applicable to pedestrian actuation (see Figure 2B-27) or bicyclist actuation (see Figure 9B-1) shall be mounted immediately above or incorporated into the push button detector units (see Section 4I.05).**



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2C.55. Non-Vehicular Warning Signs

05 A Non-Vehicular Warning sign assembly shall not be installed on an approach controlled by a STOP or a YIELD sign, except as provided in Paragraphs 6 and 7 of this Section.

Option:

06 The Non-Vehicular Warning 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 a circulatory roadway.

07 At a signalized or stop-controlled intersection the Non-Vehicular Warning sign assembly may be installed on an 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.

More on Vulnerable Road Users

FHWA Webinar:

- **An Overview of the 11th Edition Changes Related to Vulnerable Road Users (April 11, 2024)** Provides an overview of specific provisions of the MUTCD centered on **Vulnerable Road Users**, including pedestrians and bicyclists, as well as accessibility.
- Near the bottom of the page: https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm

Part 9 – Traffic Control for Bicycle Facilities

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Part 9

- Table 9A-1, 11th Edition formerly Table 9B-1, 2009 MUTCD
- New Chapters
  - Chapter 9B Regulatory Signs
  - Chapter 9C Warning Signs and Object Markers
  - Chapter 9D Guide and Service Signs
- Consolidated Sections
  - Section 9A.01 General
  - Section 9A.02 Standardization of Application for Signing
  - Section 9A.03 Standardization of Application for Markings
- New Sections
  - 9B.02 Except Bicycles Plaque (R3-7bP)
  - 9B.03 Advance Intersection Lane Control Signs for Bicycle Lanes

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New Regulatory Signs for Bicycle Facilities

- R3-7bP Except Bicycle Sign
- R4-19 Bicycle Passing Clearance Sign
- R9-21 Bicycle Use Shoulder Only Sign

- Re-designated R4-11 sign to R9-20 to “Bicycles Allowed Use of Full Lane.” R9-20

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New Signs

- W9-5 and W9-5a new signs added to New Section 9C.07
- W16-1P and W16-1aP plaques that would be used with W11-1

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Thank you

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