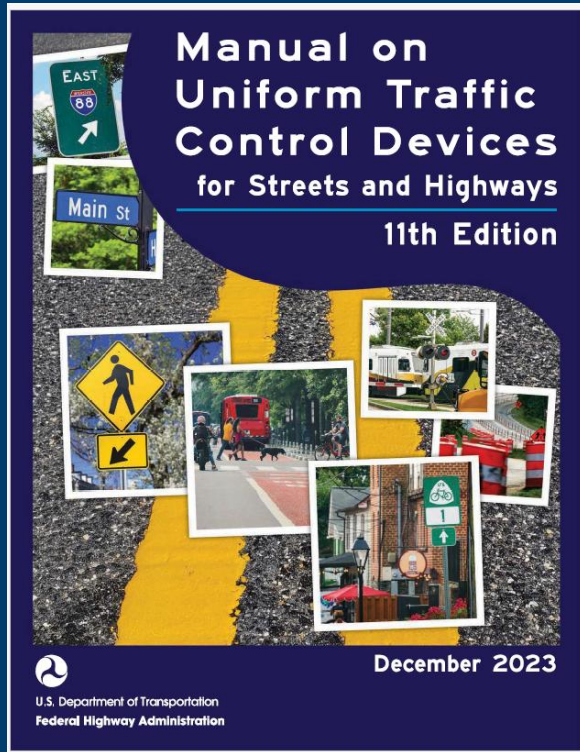
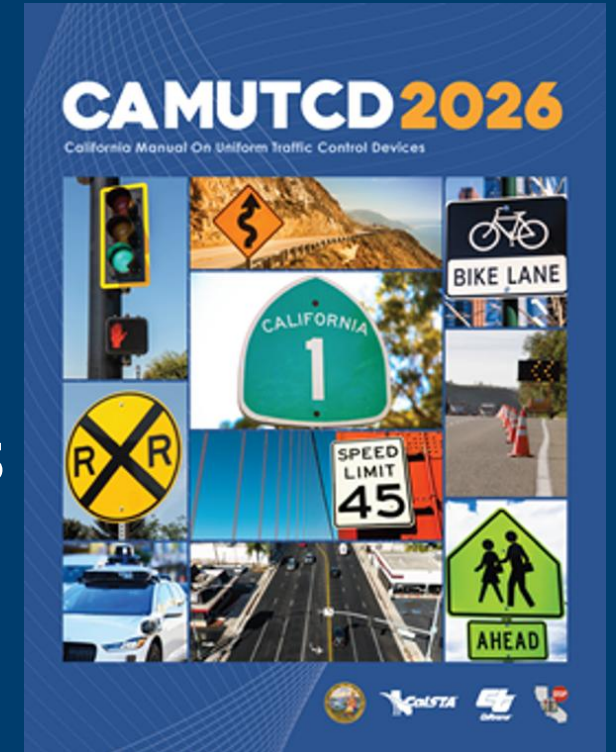


What's Going On With Bikes in the MUTCD?

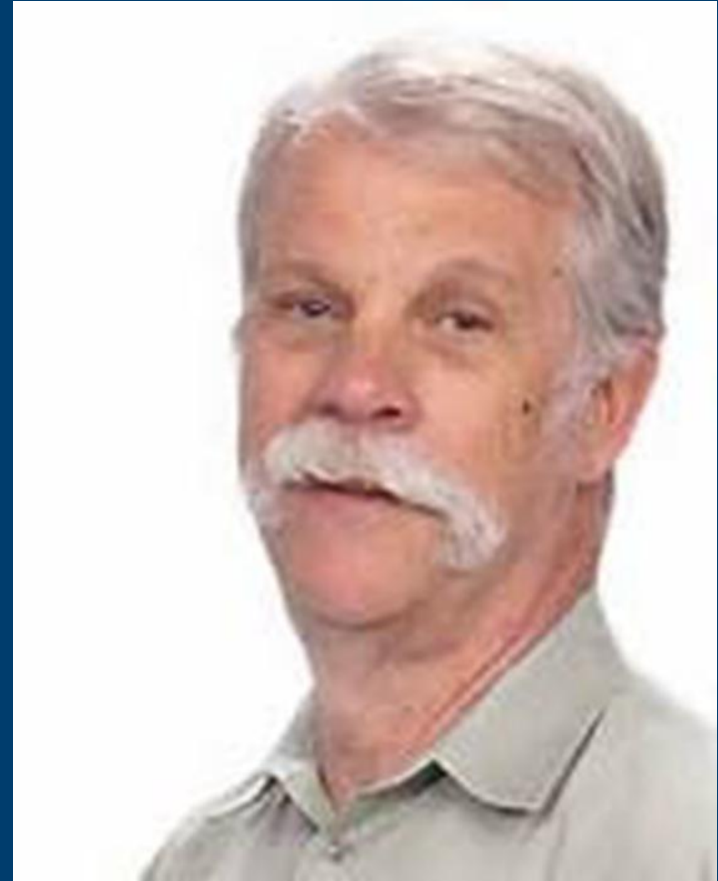


Presented By:
Rock Miller, P.E.
CEO: Rock E. Miller & Associates
Rock@Rockemiller.com



Speaker Info

- Rock Miller, PE, PTOE
- Rock E. Miller & Associates
- Institute of Transportation Engineers (President 2012)
- Honorary Member (2025)
- rock@rockemiller.com
- www.rockemiller.com
- 714-743-1415



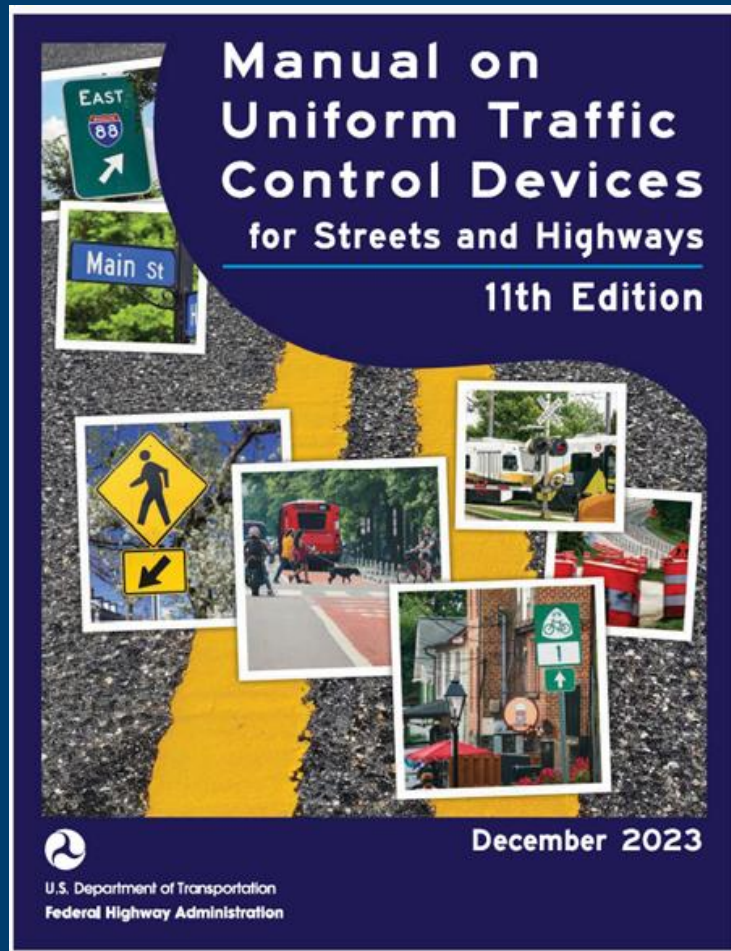
Qualifications:

- Voting Member, National Committee on Uniform Traffic Control Devices (NCUTCD)
 - Advising FHWA on the MUTCD
- Chair, NCUTCD Bicycle Technical Committee
- Alternate Member, California Traffic Control Devices Committee (CTCDC)

NCUTCD Bicycles Technical Committee

- Highly Experienced Bikeway Designers Across U.S.
- We Have Accomplished a LOT since 2009
 - There is a LOT Left To Do.
- Happy with Successes. Disappointed in What's not There.
- Historically, NCUTCD in Consensus, FHWA Not So Much.
- Many Known Non-Compliant Applications Out There.
 - Much Resistance to Change.

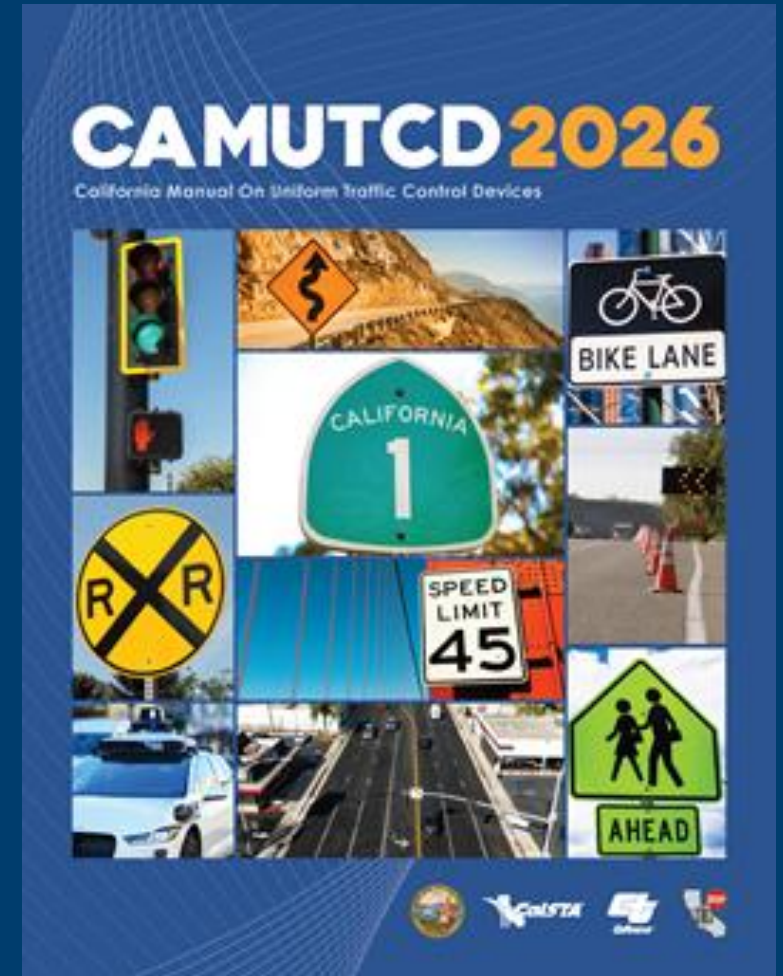
New Fed MUTCD



- 23 CFR 655.603
- First New Edition of the MUTCD since 2009.
 - Most Content written on or before 2007
- Lots of New Content
 - FHWA
 - NCUTCD
- Promise of More Frequent Updates

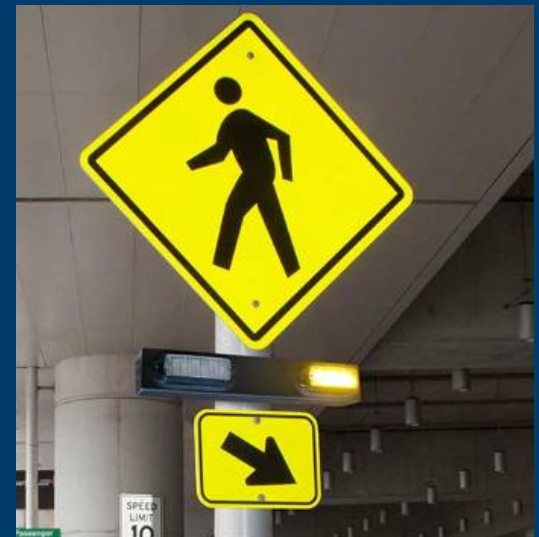
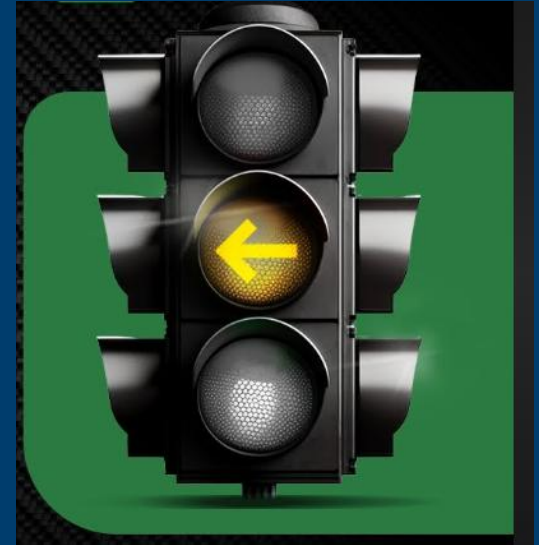
CA MUTCD

- CA Completed in January, 2026
- Based Upon New Fed MUTCD
- There are 100s of Changes
 - Many affect current Practices
 - Many are State Initiated but Compliant
- Info at Caltrans Website Not Comprehensive

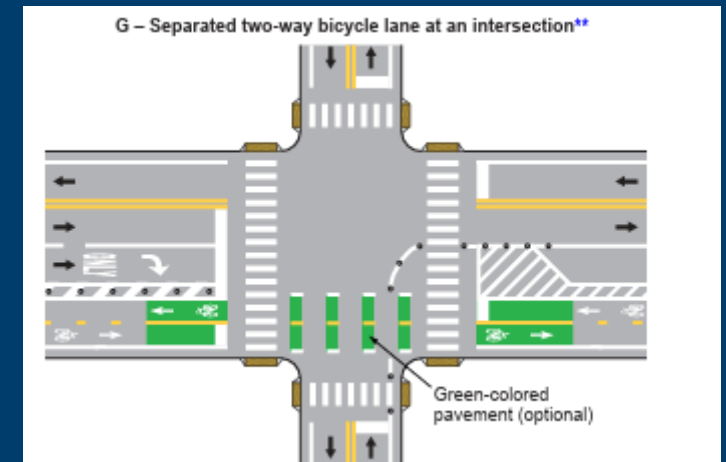
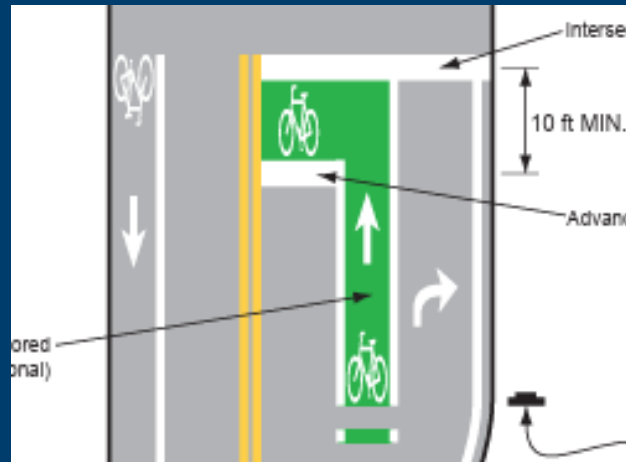
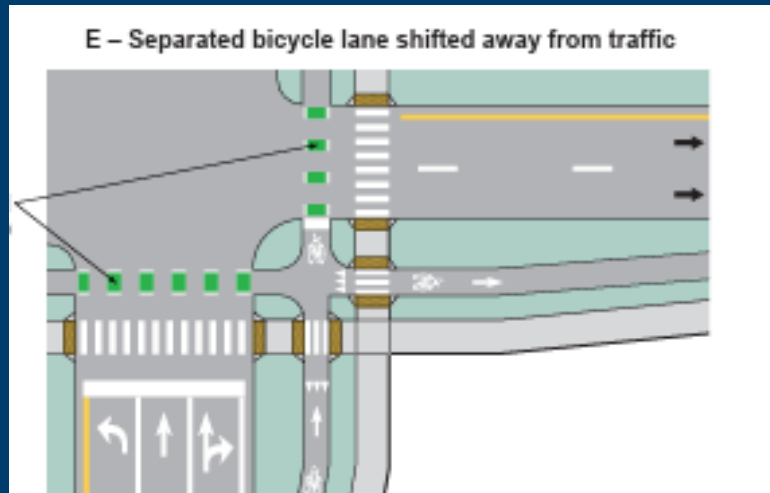
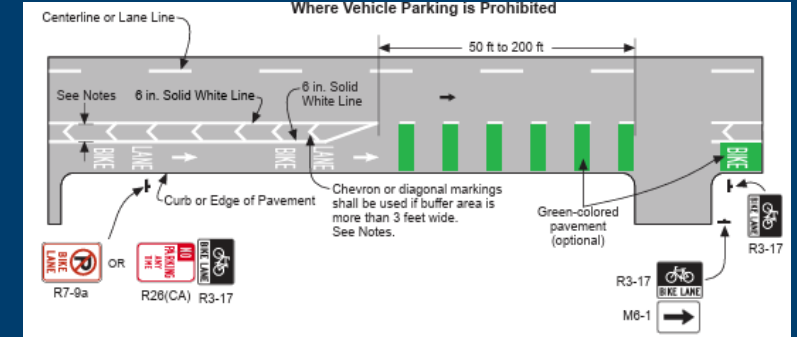
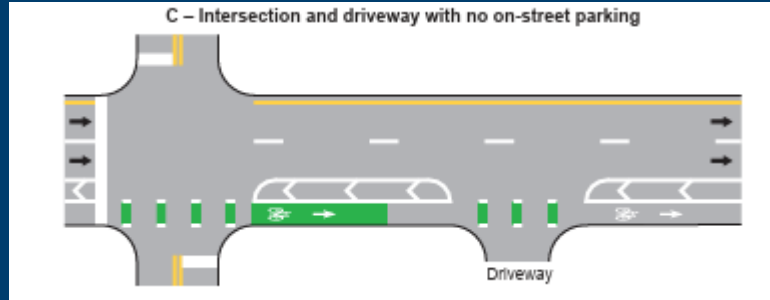


Interim Approvals now in MUTCD

- Alternate Crash Warrants for Signals
 - May be helpful for Bike Xings
- RRFBs
- Bicycle Treatments
 - Signal Faces
 - Bike Boxes, 2-Stage Turn Boxes
 - Buffered and Separated Bike Lanes



Many New Bicycle Applications



Signs, Signs, Signs

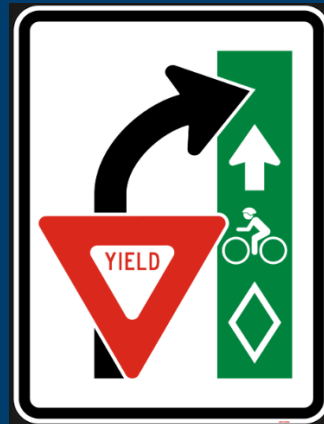
- Over half of the MUTCD is on Signs
- Structure of Fed & State MUTCD Similar
 - But the Sign Images are Close to the Text (Fed)
- A few Changes to Watch For
 - Review MUTCD when Working on New Plans.
- I find Small Changes Wherever I Look

Sign Themes Behind Many Changes

- No Untested Pictorial Graphics
 - All Graphics Signs Must Pass Glance Recognition
- No Untested Letter/Number Combinations
- Text-Only Signs are Allowed
- Existing Formerly Compliant Signs Can Remain
 - For their Useful Life



Signs Not in MUTCD



- We are Working on It.



Colored Bollards, No No!



Green Colored Pavement

- List of Allowed Locations
- Not Allowed in Crosswalks
- Not as a Background for Shared Use (Sharrows) Markings
- Not in Place of White Bicycle Markings



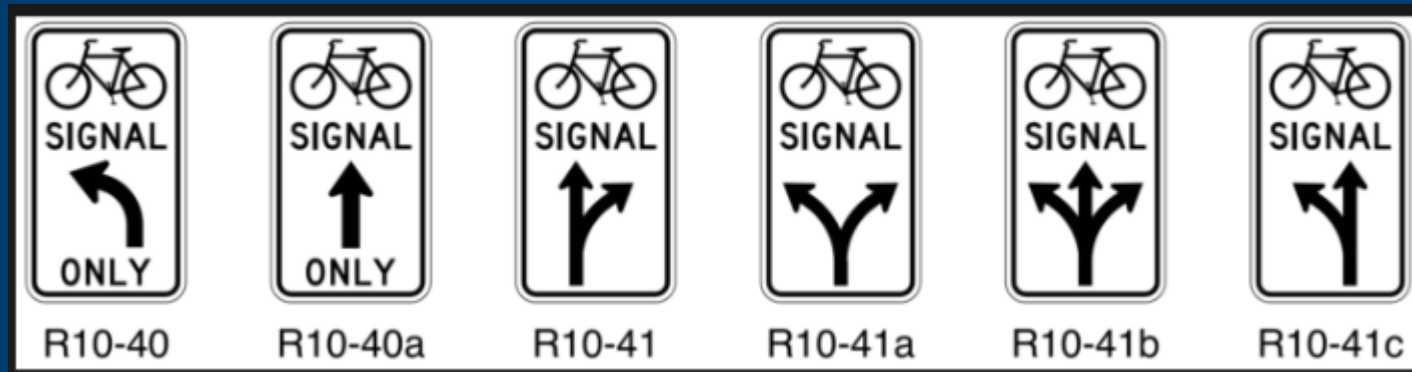
Bicycle Signal Faces

- Allowable, No Warrants
- Prohibits Use in Conflict with Any Simultaneous Motor Vehicle Movement, Including Right or Left Turns on Red.



Bicycle Signal Signs

- One of These Signs is Required.



- This Sign is now Non-Confirming



Traffic Signal Crash Warrant

- Added 1-Year Criteria for Fatal & Injury or for Pedestrian Crashes
- Added 3-Year Criteria
- Endorses Use of Highway Safety Manual to Develop Safety Performance Functions and Crash Modification Factors

Ped Hybrid Beacon



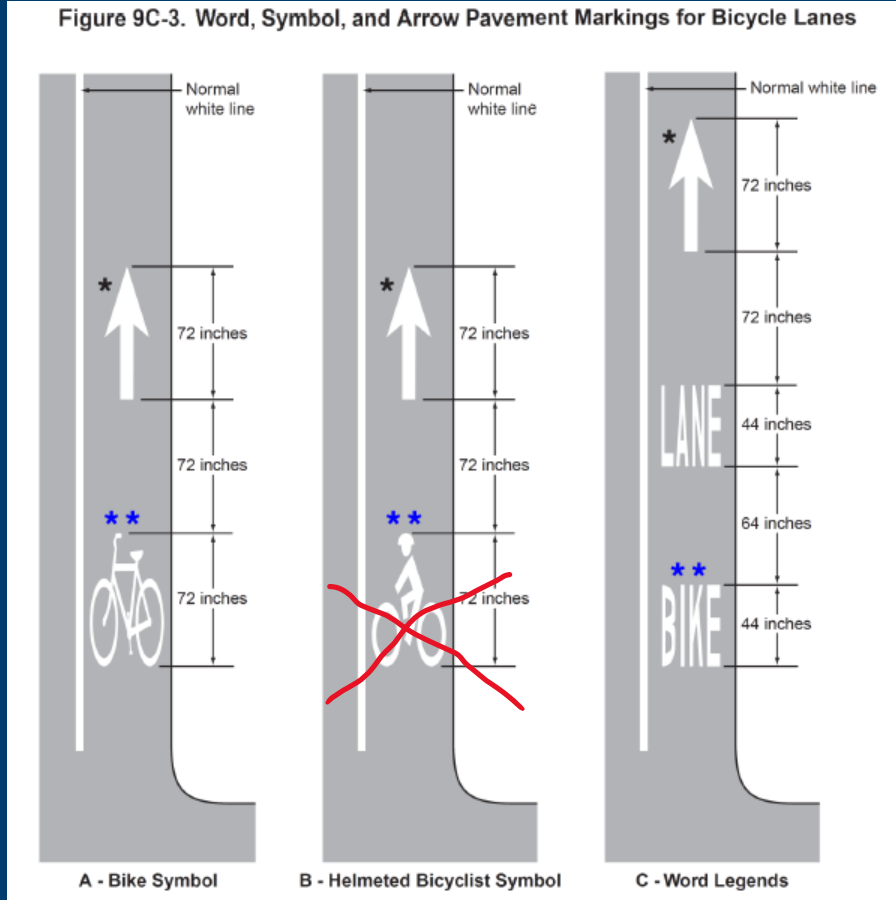
- Cannot be Used for Bike Xings
- Bikes enter during the Wig-wag Flash

Bicycle Sign Changes



Helmeted Biyclist Not in MUTCD

Figure 9C-3. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



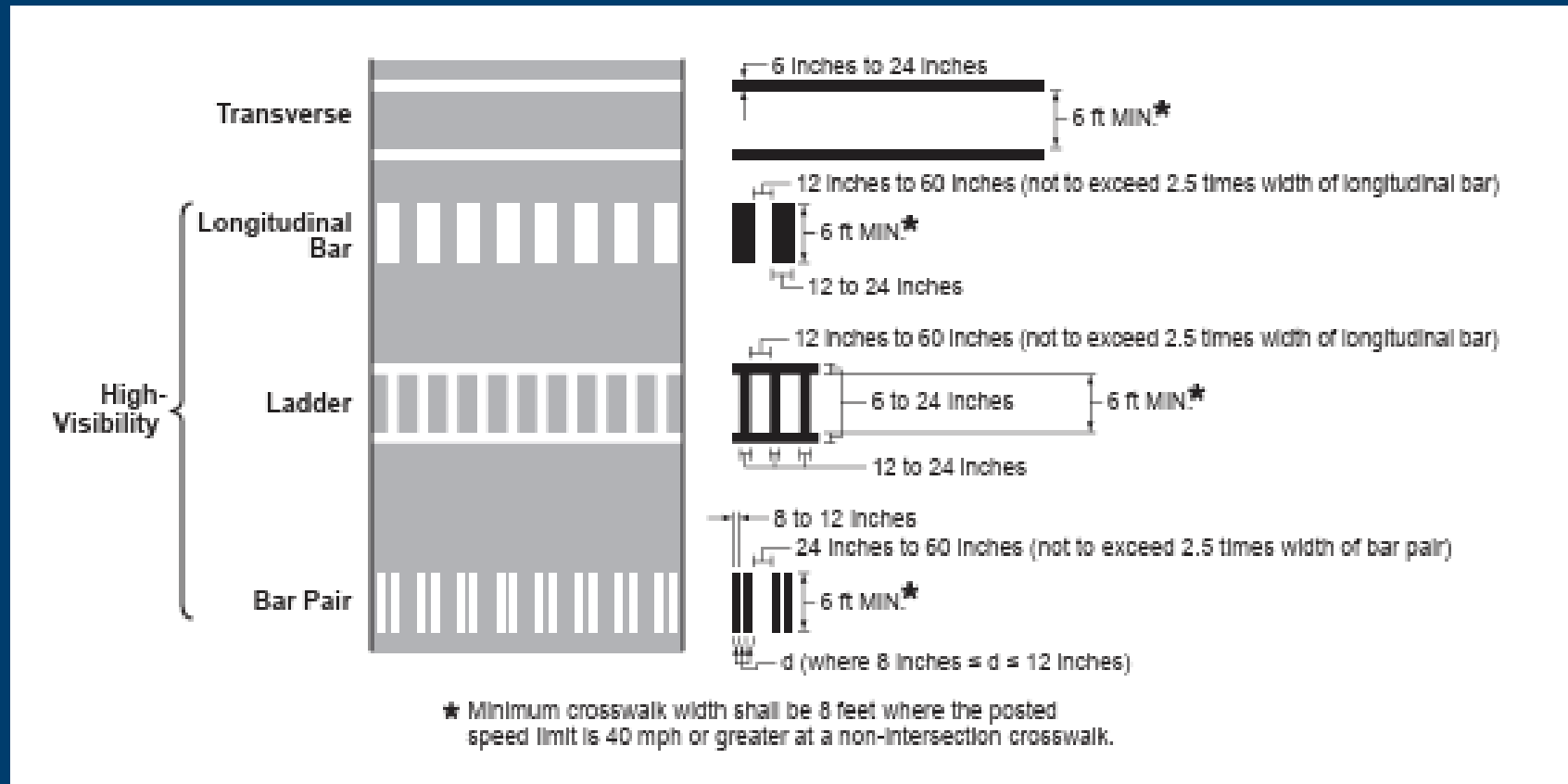
- Most Popular Version
- Better Visibility
- Unclear Why Not
- We are Working on It.



New Section 3C. Crosswalk Markings

- 3B.18 Moved, Subsequent Sections Renumbered
- Traditional Transverse Lines SHOULD be limited to Controlled approaches
- High Visibility Markings SHOULD Be Used

Specifications for Crosswalk Markings



Aesthetic Surface Treatments

- Colors Shall Be Outside The Chromacity Coordinates Of Acceptable Colors For Traffic Control Devices.
- Shall be Devoid of Advertising and Not Reflective
- Should provide a gap between marking and aesthetic Treatment





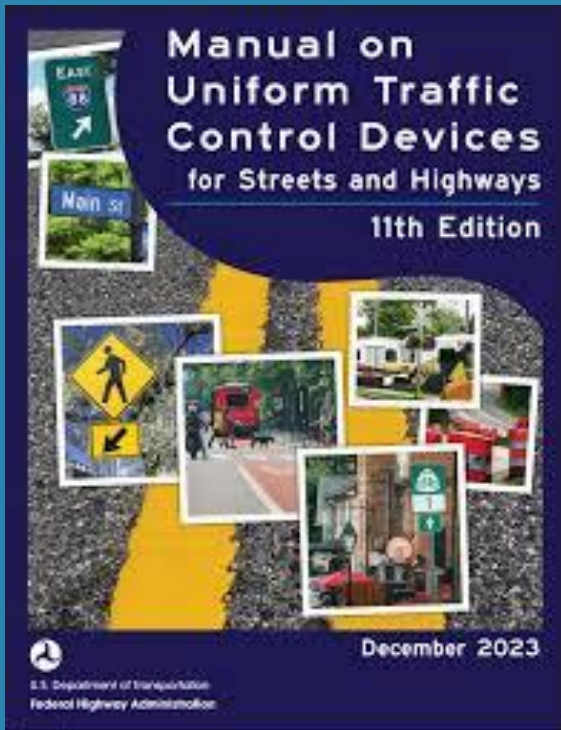
Western District Meeting

Bellevue, Washington • June 28-July 1, 2026

Pedestrians: Walking through the Future MUCTD

Ransford S. McCourt, PE, PTOE

June 29, 2026



Pedestrian Joint Task Force of the NCUTCD

- Engaged with each Technical Committee of NCUTCD
 - Regulatory and Warning Signs
 - Guide and Motorist Information Signs
 - Markings
 - Signals
 - Temporary Traffic Control
 - Railroad and Light Rail
 - Bicycle
- Charged with review of traffic control devices and research that affect pedestrians and walking

On-Going Priorities and MUTCD Needs



R1-5b



R1-9a



R1-6a

Definitions

- Pedestrian/Wheelchair
- Micromobility/Vulnerable Road User
- Islands including Pedestrian Refuge Island
- Tactile Markings (detectable warning surfaces, raised bars, trapezoids)
- Pedestrian Facilities
 - Crosswalks/Pedestrian intersection crossing
 - Sidewalk/unimproved (goat trails in ROW)

Traffic Control Device Changes

- Pedestrian Signal Heads: Should to Shall
- Pedestrian Sign Choices (R1-5 on single lane, R1-6 at curb, R1-9 criteria)
- Stop v. Yield Laws and signs
- NCHRP 03-143 Decision to mark and enhance crosswalks
- Lighting
- LPI

Words Matter – All in Development



A person on foot or
who is using a
wheelchair

A crossing island for
pedestrian refuge that
is a minimum 6 feet
long in the direction of
pedestrian travel
located between traffic
lanes



Any small, low-speed,
lightweight wheel
conveyances which are
human or power
propelled

Any portion of a roadway
at an intersection or
elsewhere distinctly
indicated as a pedestrian
crossing by crosswalk lines,
which might be
supplemented by
contrasting pavement
texture, style, or color.



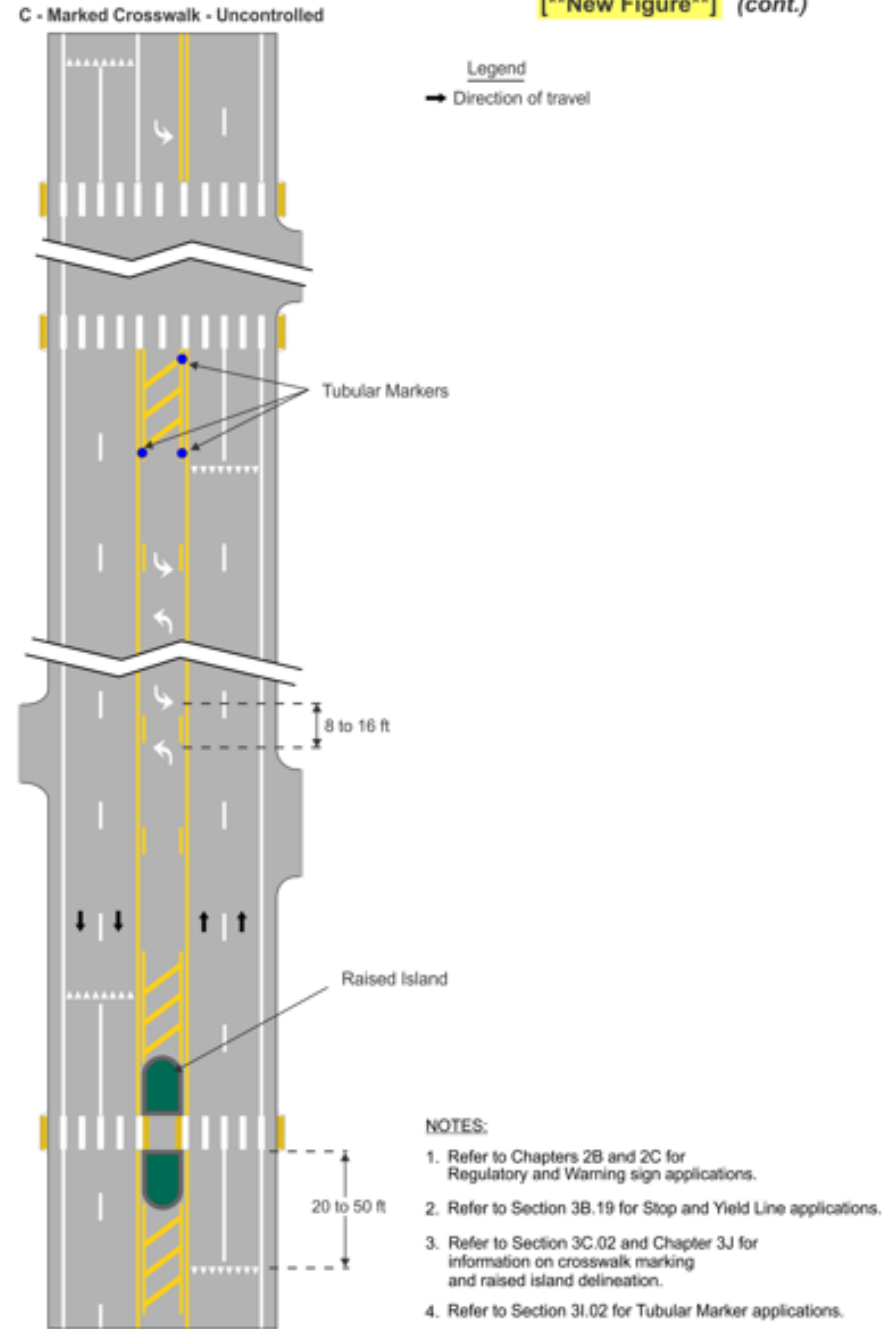
Future - 12th Edition

Ideas:

- Pedestrian Part in MUTCD – possibly shared with School Zones in Part 7
- Focus upon applications of traffic control devices for pedestrians
- Keep standards of sign colors, shapes, placement, legends in parts 2-3-4 of the MUTCD
- More graphics

Figure 3B-7. Examples of Two-Way Left-Turn Lane Marking Applications

[New Figure**]** (cont.)



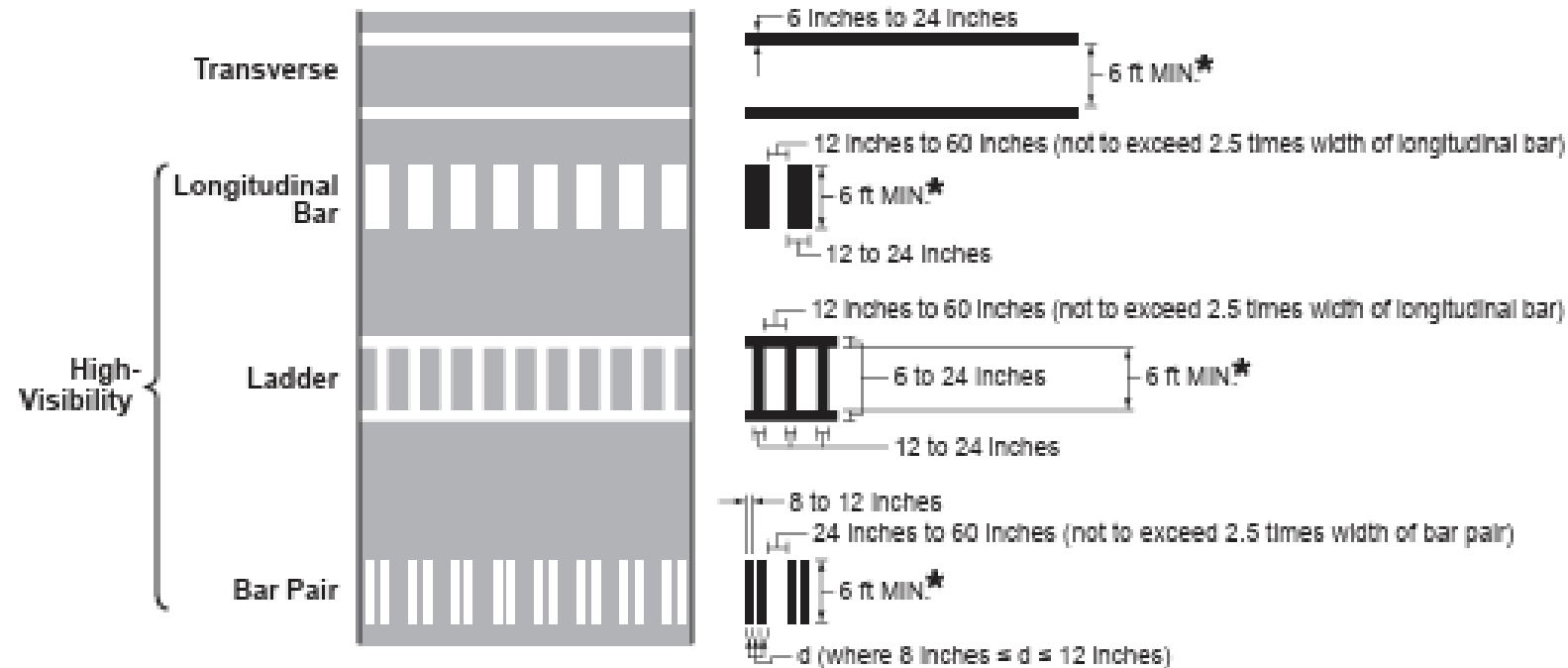
Outcomes:

- Improved safety through uniformity
- Fewer practitioner mistakes through greater consistency, reducing misinterpretation and misunderstandings
- Improved accessibility to desired information
- Greater integration with AASHTO, NACTO and US Access Board needs

New Section 3C. Crosswalk Markings

- 3B.18 Moved, Subsequent Sections Renumbered
- Traditional Transverse Lines SHOULD be limited to Controlled approaches
- High Visibility Markings SHOULD Be Used

Specifications for Crosswalk Markings



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

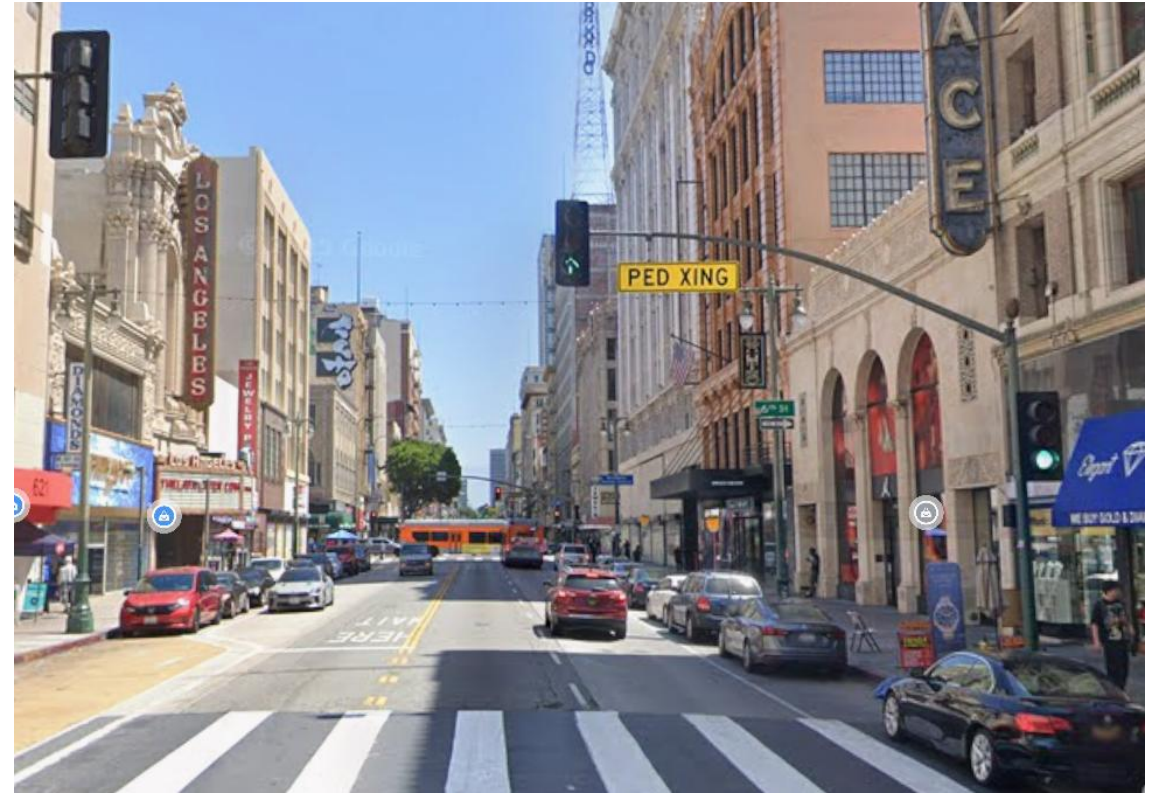
Aesthetic Surface Treatments

- Colors Shall Be Outside The Chromacity Coordinates Of Acceptable Colors For Traffic Control Devices.
- Shall be Devoid of Advertising and Not Reflective
- Should provide a gap between marking and aesthetic Treatment



Mid-Block Ped Signal

- Common in Los Angeles Downtown
- Not in MUTCD
- A Current Project of Signals Technical Committee
- PHBs vs Half Signals



Pedestrian Control Features

- Content Moved to New Chapter 4I
- New Graphic for Preferred Push Button Location

Figure 4I-2. Preferred Push Button Location Area

