


The Notorious MUTCD





First, what's an MUTCD?

- Manual of Uniform Traffic Control Devices
- Governs signs, signals, & markings
 - and speed limits. and crosswalk materials. and much more

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 - and speed limits. and crosswalk materials. and bikeways. and much more

& What's wrong with the current draft?

- Lengthy process, time, cost for key safety/access measures
- Perpetuates double-standards between modes
- Written as technical guidance despite policy context
 - hinders major policy goals - safety, equity, climate

What we're doing

(1) call to reframe the current draft

- substantive alignment with safety, climate, equity goals
- focus on core elements of signs, signals, markings

(2) collate detailed comments from member cities

- section by section review of current draft (NPA)
- detailed suggestions for changes

GOAL:

- new document as proactive safety guidance
- multidisciplinary stakeholder collaboration

A Very Short Story About Problem-Solving and Regulation

2007:

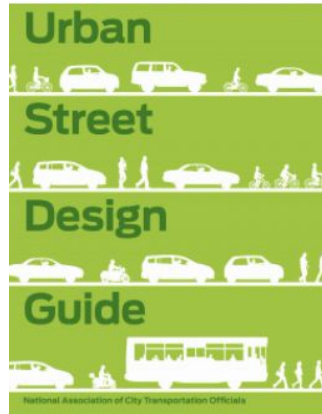


Photo: LADOT



Photo: NYCDOT

2013:

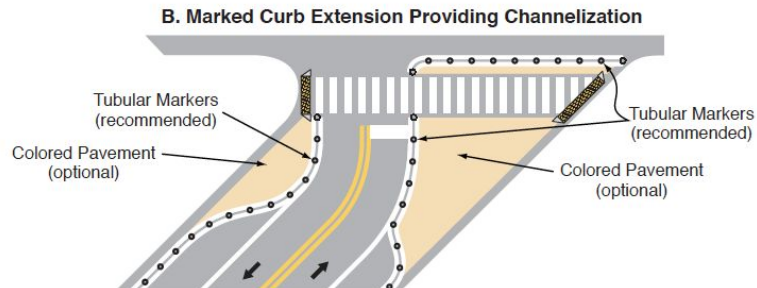


Stripe a double white line along the edge of the plaza to legally prohibit vehicles from entering the space.



2020 Newly Supported:

Painted Curb Extensions



Still allowed, but not Illustrated:

Painted Islands



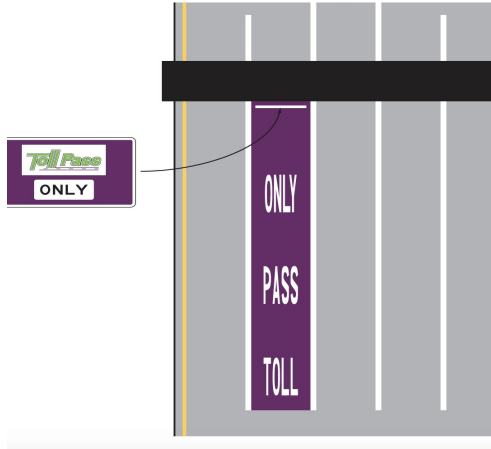
Shorter crosswalk



“May”



A – Electronic toll collection only toll plaza lane



“May, w/ engineering study”



“Shall not”?



“The MUTCD Isn’t a Geometric Design Guide”

...except for car-first bicycle lane design



400 feet from end of bike lane to intersection!

New and Old Prohibitions



State Law: Yield to Pedestrians
On a yellow line



State Law: Yield to Pedestrians
On a white line



In the Manual?

Yes



W11-16 (Bear)



W11-17 (Sheep)



W11-18 (Bighorn Sheep)



W11-19 (Donkey)



W11-3 (Deer)



W11-4 (Cow)



W11-6



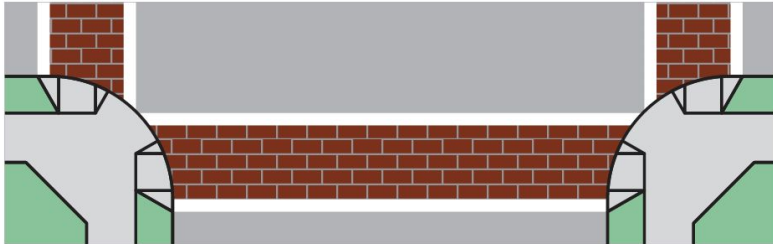
W11-7

No



“May”:

Brick-painted crosswalks on urban streets



“Shall not”

Rainbow-painted crosswalks on urban streets



What's the Point?

“Uniformity” in how signs/signals/road markings look and what they mean

“Consistency” in how they’re used.

Traffic engineering guidance

“Safety and efficiency”

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MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD)

PART 1 GENERAL

CHAPTER 1A. GENERAL

Section 1A.01 Purpose of the MUTCD

Support: The purpose of the MUTCD is to establish national criteria for the use of traffic control devices that meet the needs and expectancy of road users on all streets, highways, bikeways, and site roadways open to public travel. This purpose is achieved through the following objectives:

- A. Promote national uniformity in the meaning and appearance of traffic control devices.
 - B. Promote national consistency in the use, installation, and operation of traffic control devices.
 - C. Provide basic principles for traffic engineers to use in making decisions regarding the use, installation, operation, maintenance, and removal of traffic control devices.
 - D. Promote safety and efficiency through appropriate use of traffic control devices.
- Applicability of the MUTCD to facilities open to public travel is independent of the type of ownership or jurisdiction (public or private) and the source of funding (Federal, State, local, or private).

“Safety and Efficiency?”



Efficiency has usually meant:

“Can we avoid making drivers stop or slow down?”

Should Consider:



May?



Signal warrants remain circular

MUTCD Compliant



Signal is only 'warranted' if >133 pedestrians in peak hour*

Bethesda **BEAT** 2019 | TRANSPORTATION

New Crosswalk Signal Installed at Site of Fatal Pedestrian Crash

Signal is where North Bethesda woman was struck in July

BY KATE MASTERS | DECEMBER 26, 2019 | 9:47 PM

The Montgomery County Department of Transportation unveiled a new crosswalk beacon on Monday at the intersection of Tuckerman Lane and Kings Riding Way in Bethesda.

The busy intersection — where the Bethesda Trolley bike and pedestrian trail intersects with Tuckerman Lane — was the site where North Bethesda resident Jennifer DiMauro was struck by a Chevrolet Spark in July.



A HAWK beacon on Aspen Hill Road between Georgia and Connecticut avenues.



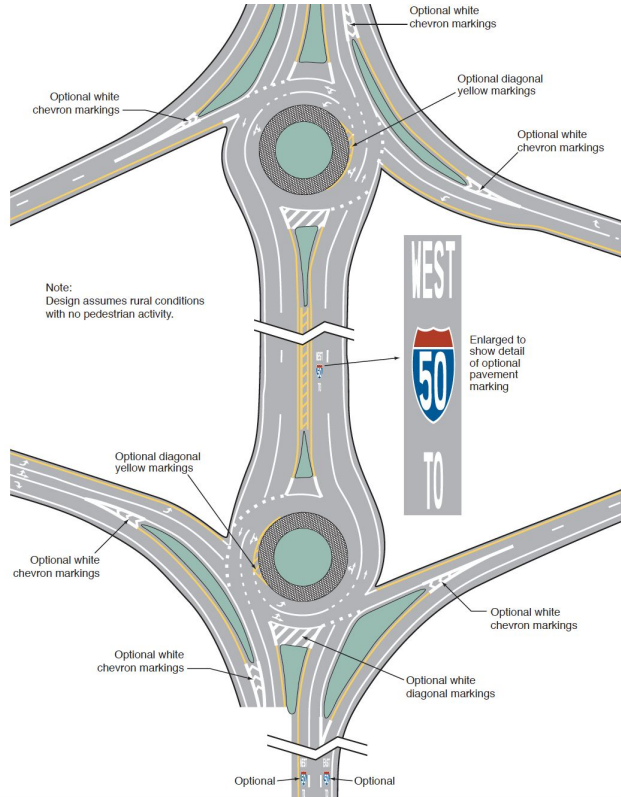
Bikeway Intersection Markings: Striped



Bikeway Intersection Markings: Solid



Supported & Illustrated



Not prohibited, but not described or illustrated



- 3 [Section 9E.05 Bicycle Lanes at Circular Intersections](#) Paragraphs relocated from existing Section
- 4 [9C.04](#)
- 5 **Standard:**
- 6 **Bicycle lanes shall not be provided on the circulatory roadway of a ~~roundabout~~ [circular intersection](#)**
- 7 **(see Chapter 3D).**
- 8