Recent Changes in the California MUTCD
Summary

• Not Extensive Changes Throughout Document
  • Some new and discontinued controls
  • Many changes in Part 7 – TTC Zones
  • Many changes in Part 9 – Bicycles

• Areas of Recent Change Addressed Here
Intro & Part 1

- Mostly Updates and added Definitions
- Standardized terms:
  - Caltrans (not CA Dept of Transportation)
  - Road User (not Driver or Motorist)
- Contains info on Compliance Dates for Recent Changes
Part 2A

• May now use RED LEDS on WRONG WAY and DO NOT ENTER signs
  • Formerly only on STOP SIGNS
• Dimensions Changed for Placement of Signs on Freeways
2B Regulatory Signs

- EV Charging Station Signs and Usage
- Move Over or Slow for Stopped Emergency and Maintenance Vehicles
  - Only for use on Freeways
- Changes in Available Parking and Standing Signs
2B Regulatory Signs

Changes in Allowed Enforcement Signs in California
2B Regulatory Signs

Not for Use in CA

Use This One

New in CA
Don’t forget!

- Speed Limit Procedures often Change
- Round Off Rule
  - Nearest 5 mph prior to 5 mph reduction
  - Relatively Simple Justification for 5 mph Reduction
  - Virtually No Justification for further Reduction
- Grandfathering of Pre-2009 Zones
2C Warning Signs

New in CA

- Speed Humps Ahead
  - W84 (CA)
- Speed Hump Area
  - W85 (CA)
- When Flooded Turn Around Don’t Drown
  - W87 (CA)

Not in CA

- Fallen Rocks
  - W8-14

Use

- W50-1 (CA)
2E Freeway Guide Signs

- These Formats not Allowed
3A Markings

- Reduced Skip Interval allowed for Bike Lanes Approaching Intersections (50 ft)
3A Markings

- Uncontrolled Crosswalk Enhancements SHOULD be Provided at high ADT etc.
3A Markings

More Info and New Crosswalk Marking Styles Added

New EV Stall Markings
4C – Traffic Signal Needs

Caltrans SHALL consider Roundabouts

Local Agencies SHOULD consider Roundabouts
4C Traffic Control Features

Revised Minimum Yellow Intervals
- 85\(^{th}\) Percentile
- Or Posted plus 7 mph

Comply Now at Photo Enforcement Sites
4E Pedestrian Control Features

• Guideline: Use 3.5 FPS Walk Speed
  • Former provision to allow 4 fps based upon site study eliminated

• Guideline: SHOULD use 2.8 fps if Older or Disabled Pedestrians routinely use Crosswalk
  • Formerly MAY

• Countdown Indications made Standard in prior versions
Part 6  Temporary Traffic Control

• Many Changes in this Section.
  • Frequent Users should Review Fully
• Highlights about Devices presented Here
Construction Area Signs

- WORK ZONE 25 MPH no longer Std
- Clear guidance on use of UNEVEN PAVEMENT signs
- Signs required when No Passing Centerline obliterated
- New text clarifying delineators vs tubular markers
New Construction Signs

- Shoulder Work
- Rumble Strips
- Uneven Pavement
- Move Over or Slow ...
- Pilot Car
Cone Taper for Arrow Boards
Part 7  School Areas

- Few Substantive Changes
- High Schools no longer optional for Safe Route to School plans
- Option to Establish 20 mph Zones in addition to special 15 mph Zones
Bicycling Highlights of the 2014 CA MUTCD
Shared Lane Tools
New Standard Sign

Usage Optional. Intended where there is not sufficient lateral clearance.
New Standard Sign

Useful where Bicyclists would otherwise be required to turn.
Left-side Bicycle Lanes

Formerly not Allowed by Design Guides.

On One Way Streets
Lane Lines Across Intersections

Example of application where parking is prohibited

Detail 39

Detail 39A

Dotted white line

Example of application where parking is permitted

Normal width solid white line (optional)

R8-3

R81(CA)

Dotted white line

R81(CA)

Detail 39A for bus stops immediately beyond the intersection is optional, otherwise use Detail 39

50 ft to 200 ft
Lane Lines Across Intersections
Buffered Bicycle Lanes

Buffer between bicycle lane and general purpose lane where vehicle parking is prohibited.

- Centerline or Lane Line
- See Note 6 in Solid White Line
- 6 in Solid White Line
- 50 ft to 200 ft See Figure 9C-101 (CA)
- Detail 39A
- Curb or Edge of Pavement
- White chevron or diagonal markings should be used if buffer area is 4 feet or wider. See Note.

- No Parking Any Time R26 (CA)
- Bike Lane R81 (CA)
- BIKE LANE R81 (CA)
Buffered Bicycle Lanes

**BUFFER BETWEEN BICYCLE LANE AND GENERAL PURPOSE LANE WHERE VEHICLE PARKING IS PERMITTED**

- 50 ft to 200 ft
- See Figure 9C-101 (CA)

- **Centerline or Lane Line**
- **6 in Solid White Line**
- **6 in Dotted White Line**
- **5 ft Minimum**
- **4 in White Markings (Optional)**

- **Curb or Edge of Pavement**
- **Detail 39A**

**WITHOUT MARKED PARKING STALLS**

**NOT TO SCALE**

**WITH MARKED PARKING STALLS**

*Note: 18 in Minimum for Buffered Area Width. The Buffer Area Width includes the width of the parallel White Lines*
Contraflow Bicycle Lanes

Figure 9C-105 (CA). Example of Contraflow Bicycle Lanes
Not in MUTCD but Probably on the Way for 2017

- Bicycle boxes.
- Colored Pavements & Coatings
- Turn Lane Signs for Bicycles
- Except Bikes Warning Signs
- Definition of Separated bikeways (cycle tracks)
- Plastic Post Delineators
Green Colored Pavement
FHWA Interim Approval

Compliant
Not Compliant