



# 2025 Texas MUTCD: Parts 4, 7, & 9 Pedestrian & Bicycle Overview

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*April 2026*

# Pedestrians



## CHAPTER 1C. Definitions, Acronyms, and Abbreviations

- Revision of “Pedestrian” definition includes a “sidewalk user” as defined by Texas Transportation Code.

**164. Pedestrian—a person on foot, in a wheelchair, on other devices determined by local law to be equivalent, or a "sidewalk user" defined by Texas Transportation Code Section 541.001(6) as an individual lawfully operating one of the following on a sidewalk: a bicycle, a motor-assisted scooter as defined by Section 551.351, an electric personal assistive device as defined by Section 551.201, a skateboard, roller skates, or a similar device.**

## Section 3C.02 Application of Crosswalk Markings

- Added a Guidance statement recommending the use of crosswalks at signalized intersections. This encourages markings and pedestrian signals for pedestrians to cross safely.



### *Guidance:*

- 01 *At locations controlled by traffic control signals, crosswalk markings should be installed.*

# Part 4

# Highway Traffic

# Signals



## Section 4D.02 Provisions for Pedestrians

- Added a Guidance statement recommending the installation of pedestrian signal heads for each marked crosswalk at a signalized intersection.

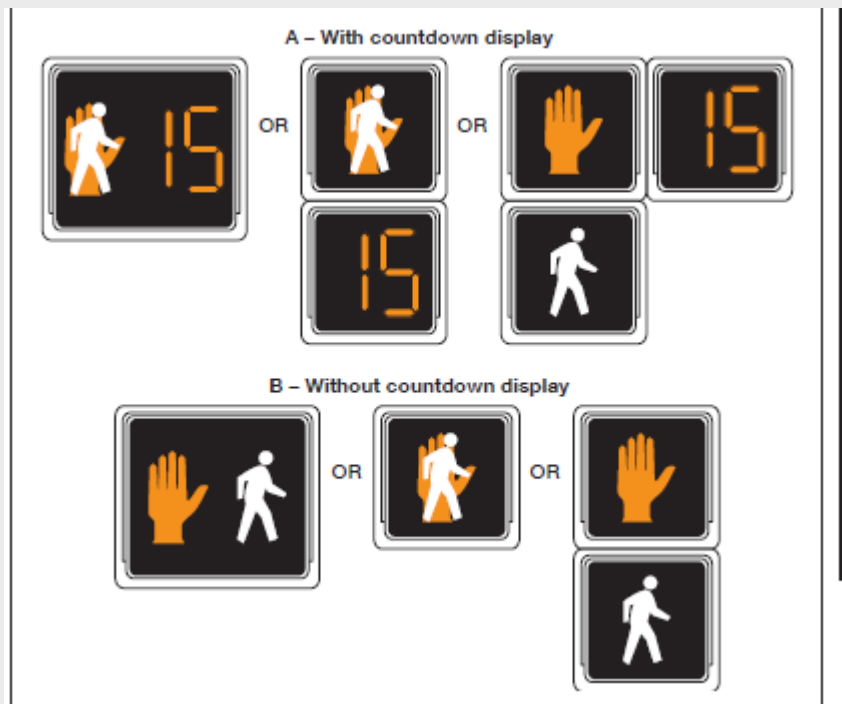


Figure 4I-1

## Section 4D.03 Provisions for Bicyclists

- Added Section requiring various adjustments to signal faces and signal timing to accommodate bicyclists at signalized intersections.

### Section 4D.03 Provisions for Bicyclists

#### Standard:

- 01 **At installations where visibility-limited signal faces are used, signal faces shall be adjusted so bicyclists for whom the indications are intended can see the signal indications. If the visibility-limited signal faces cannot be aimed to serve the bicyclist, then separate signal faces (see Chapter 4H) shall be provided for the bicyclist.**
- 02 **On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs of bicyclists.**

#### Option:

- 03 Where it is desired to provide separate signal indications to control bicyclist movements at a traffic control signal, bicycle signal faces may be used (see Chapter 4H).

#### Support:

- 04 Sections 9B.02, 9B.11, 9B.20, 9B.22, 9E.02, 9E.06, 9E.07, 9E.08, 9E.11, 9E.12, and 9E.15 contain additional provisions regarding bicyclist movements and actuation at traffic control signals.

## Section 4F.19 Preemption Control of Traffic Control Signals

- The text only allows a pedestrian change interval to be shortened due to preemption caused by an approaching train or a boat approaching a movable bridge.

Option:

- 04 During the transition into preemption control:
- A. Any pedestrian walk interval and/or pedestrian change interval may be shortened or omitted **only when the traffic control signal is being preempted because a boat is approaching a movable bridge or because rail traffic is approaching a grade crossing.**
  - B. The red clearance interval, if any, may be omitted so that the return to the previous green signal indication follows a steady yellow signal indication in the same signal face.



## Section 4I.05 Pedestrian Detectors

- Added and revised Guidance statements for pedestrian push button placement to 2025 TMUTCD.

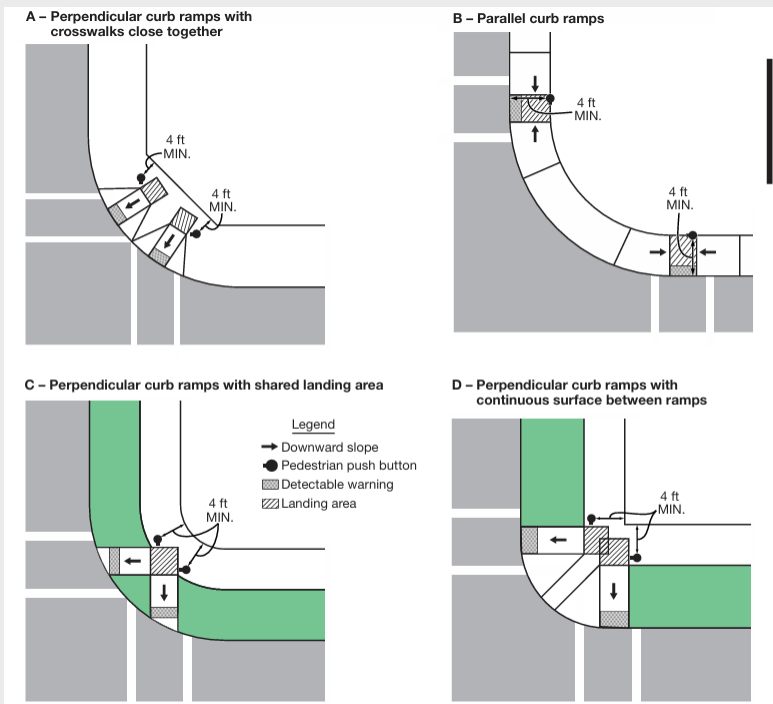


Figure 4I-3

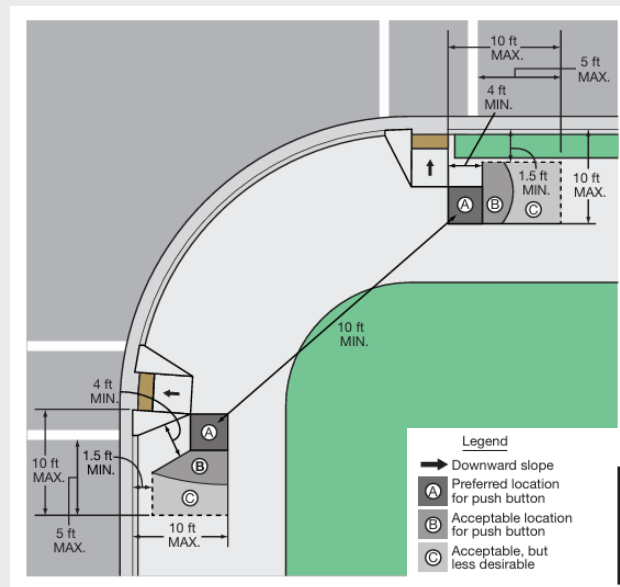


Figure 4I-2

# Section 4I.06 Pedestrian Intervals and Signal Phases

- Reduced the minimum buffer interval from 3 to 2 seconds for a steady UPRAISED HAND pedestrian signal indication in 2025 TMUTCD.

Legend

- G = Green Interval
- Y = Yellow Change Interval (of at least 3 seconds)
- R = Red Clearance Interval
- Red = Red because conflicting traffic has been released

## 2011 TMUTCD

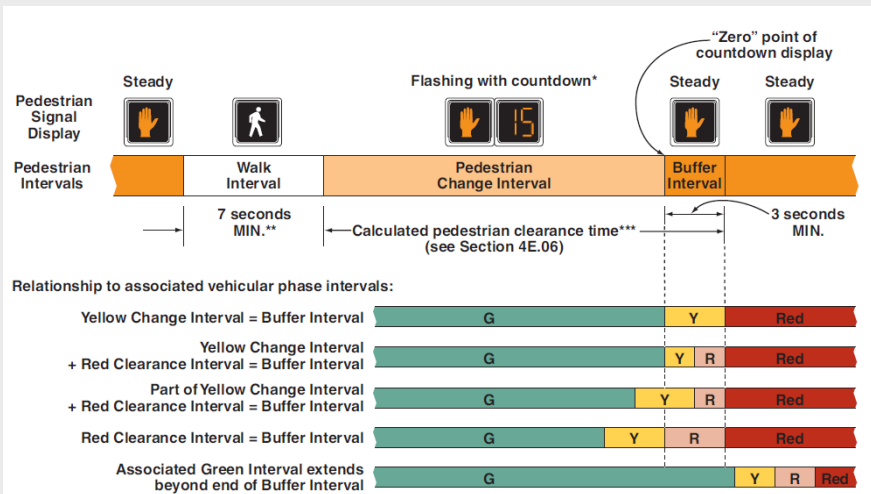


Figure 4E-2

## 2025 TMUTCD

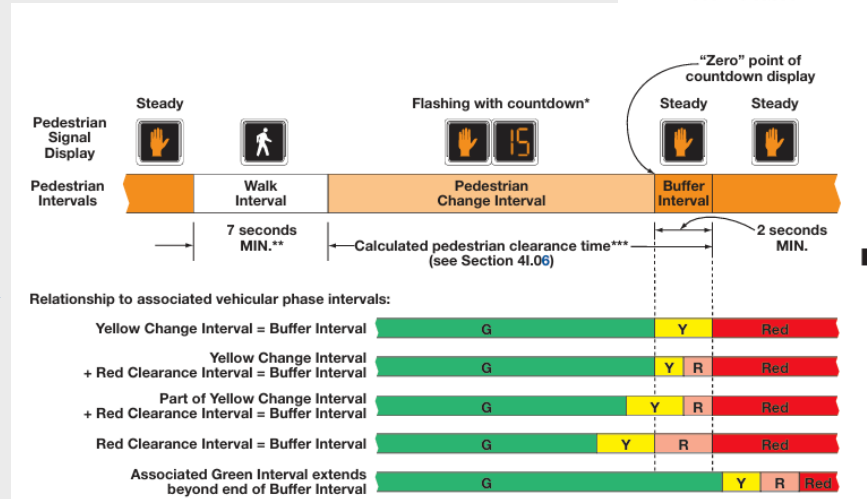


Figure 4I-4



## Chapter 4J: Revised Criteria for Pedestrian Hybrid Beacons



## Chapter 4L: Rectangular Rapid Flashing Beacons (RRFBs)



- Application
- Design
- Operation
- ***New standard on the way!***

### Standard:

- 01 Each RRFB unit shall consist of two rapidly-flashed rectangular-shaped yellow indications, each with an LED-array based pulsing light source. The size of each RRFB indication shall be at least 5 inches wide by at least 2 inches high.



# Part 7

# Traffic Control

# for School Areas



## Part 7: Qualifications for Crossing Guards

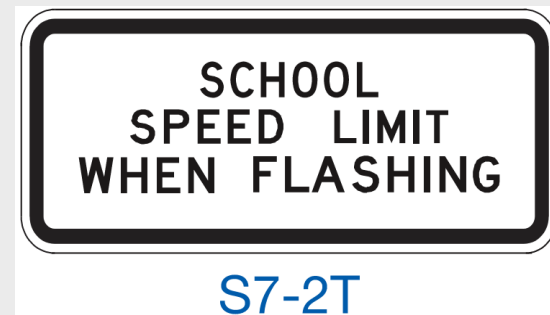
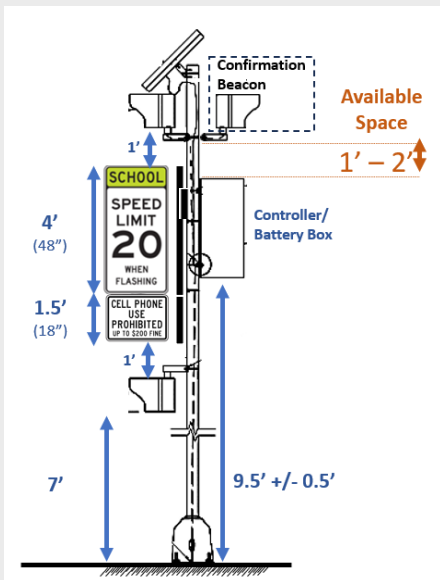
- Specific qualifications for crossing guards have shifted to local jurisdictions.



### *Guidance:*

04 *Jurisdictions should have policies and procedures for the qualifications, selection, and training of adult crossing guards.*

# Part 7: New Required Sign Under School Zone Confirmation Beacons



S7-2T

Figure 7B-1 (Sheet 1)

## Standard:

- 11 If a beacon is installed on the back of a school Speed Limit Sign, it shall be a flashing yellow Warning Beacon (see Section 4S.03) and a SCHOOL SPEED LIMIT WHEN FLASHING (S7-2T) sign shall be installed below the beacon.

# Part 7: Stop Here for Pedestrians

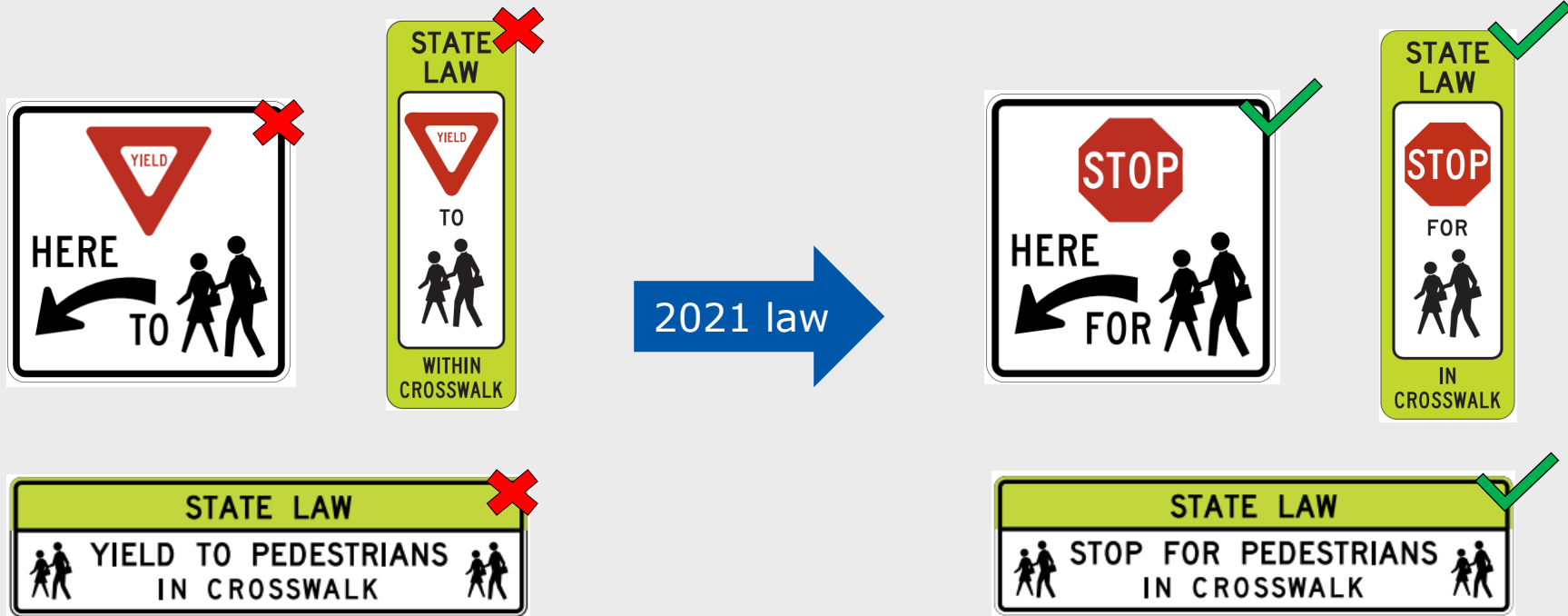


Figure 7B-6

Figure 7B-1 (Sheet 2)

## Part 7: Buffer School Speed Zone

- 06 *An existing regulatory speed zone that is greater than 55 MPH should not immediately transition to a school speed zone of 35 MPH or lower. A buffer school speed zone (see Figure 7B-4A) should be used such that the reduction in the posted speed limit is not greater than 15-20 MPH.*

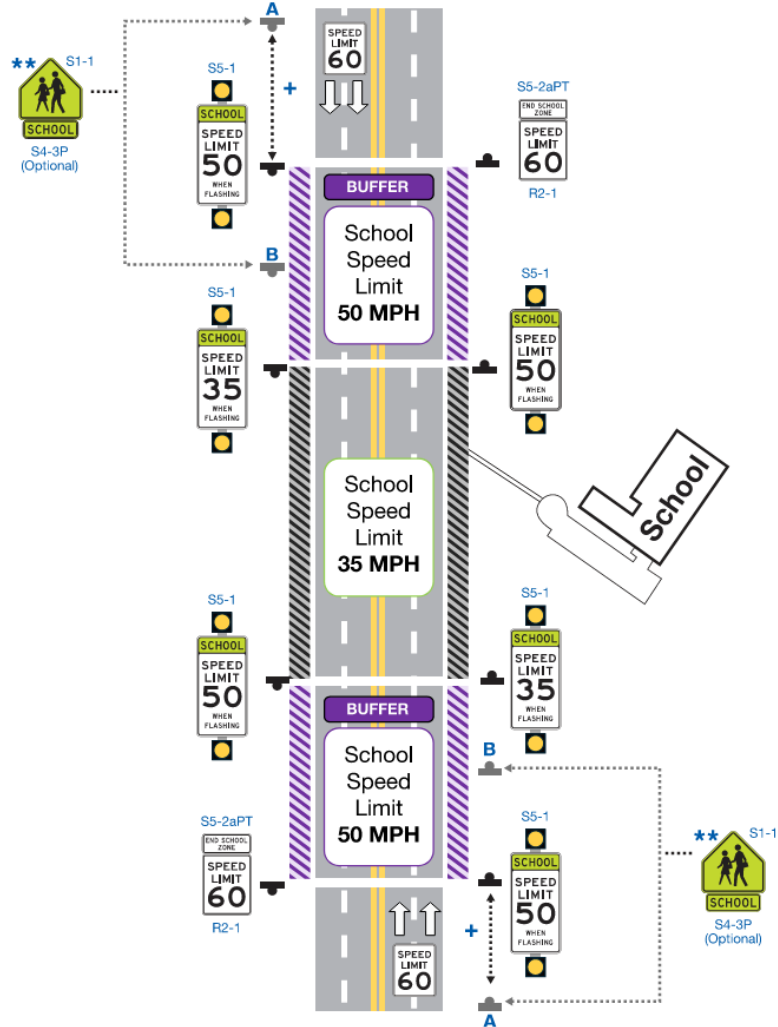


Figure 7B-4A.

# Part 9

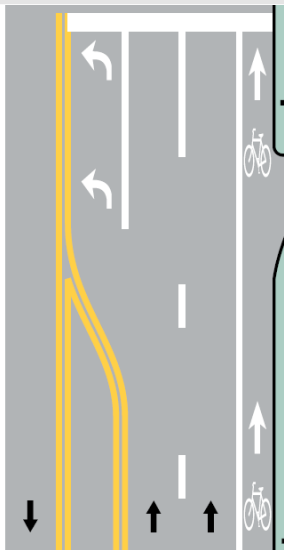
# Traffic Control for Bicycle Facilities



## Part 9: Different Types of Bicycle Lanes

### Bicycle Lane

Section 9E.01  
*Single Stripe*



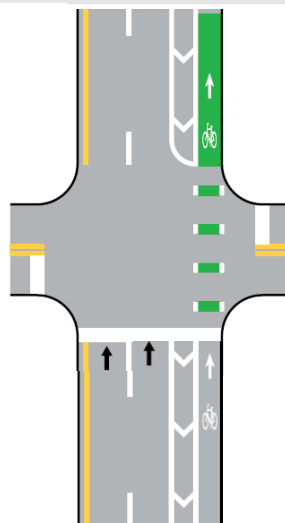
### Counter Flow Bicycle Lane

Section 9E.08  
*\*No Buffer\**



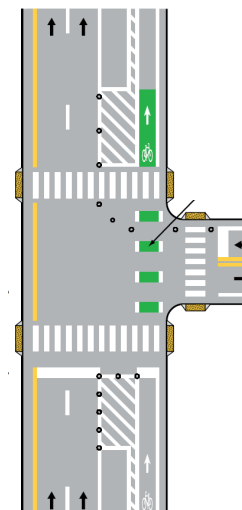
### Buffer-Separated Bicycle Lane

Section 9E.06  
• PM separation

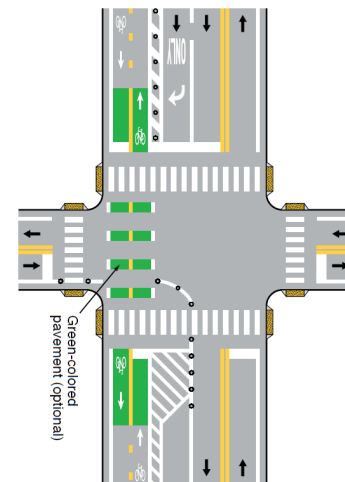


### Separated Bicycle Lane

Section 9E.07  
• PM separation  
• Physical separation: Delineator, parked cars, curb, median



### Two-Way Separated Bicycle Lane



# Part 9: Pavement Markings for Bicycle Lanes

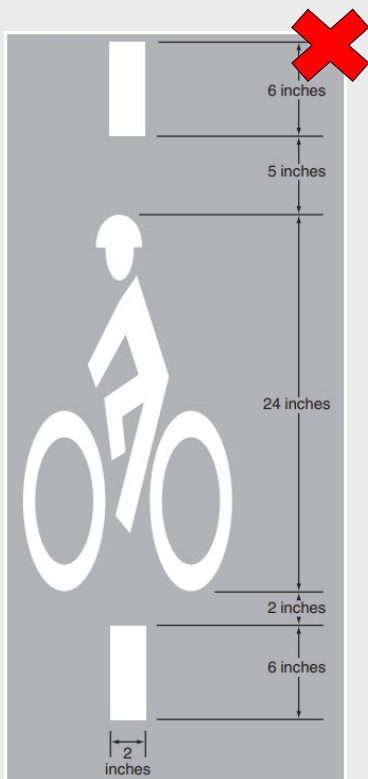
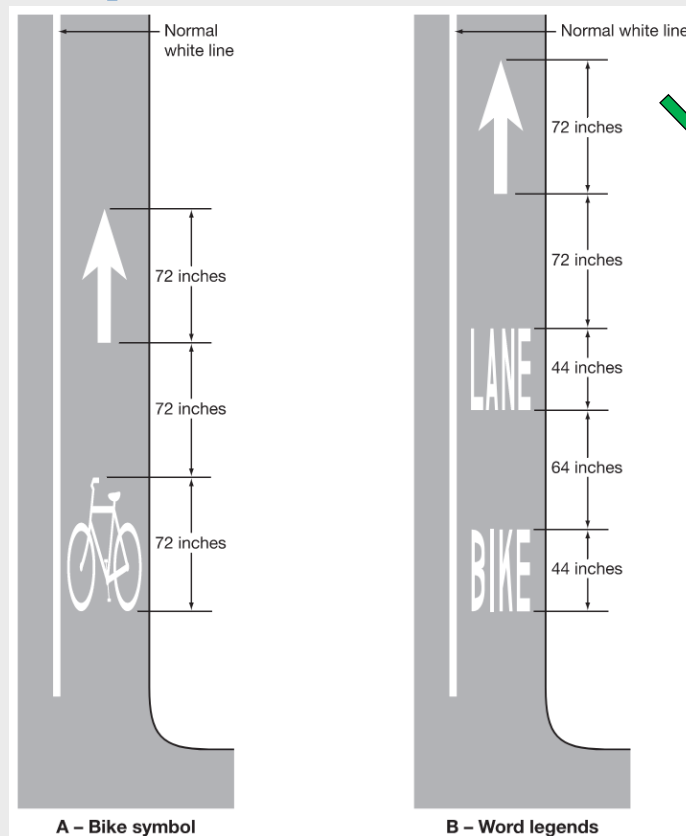


Figure 9C-7



A - Bike symbol

B - Word legends

Figure 9E-1

## Part 9: Intersection Bicycle Box

- Method to allow bicycles to queue at an intersection approach before entering the intersection.
- Turns on red prohibited from lane with bicycles in front.



Figure 2B-28

R10-11a

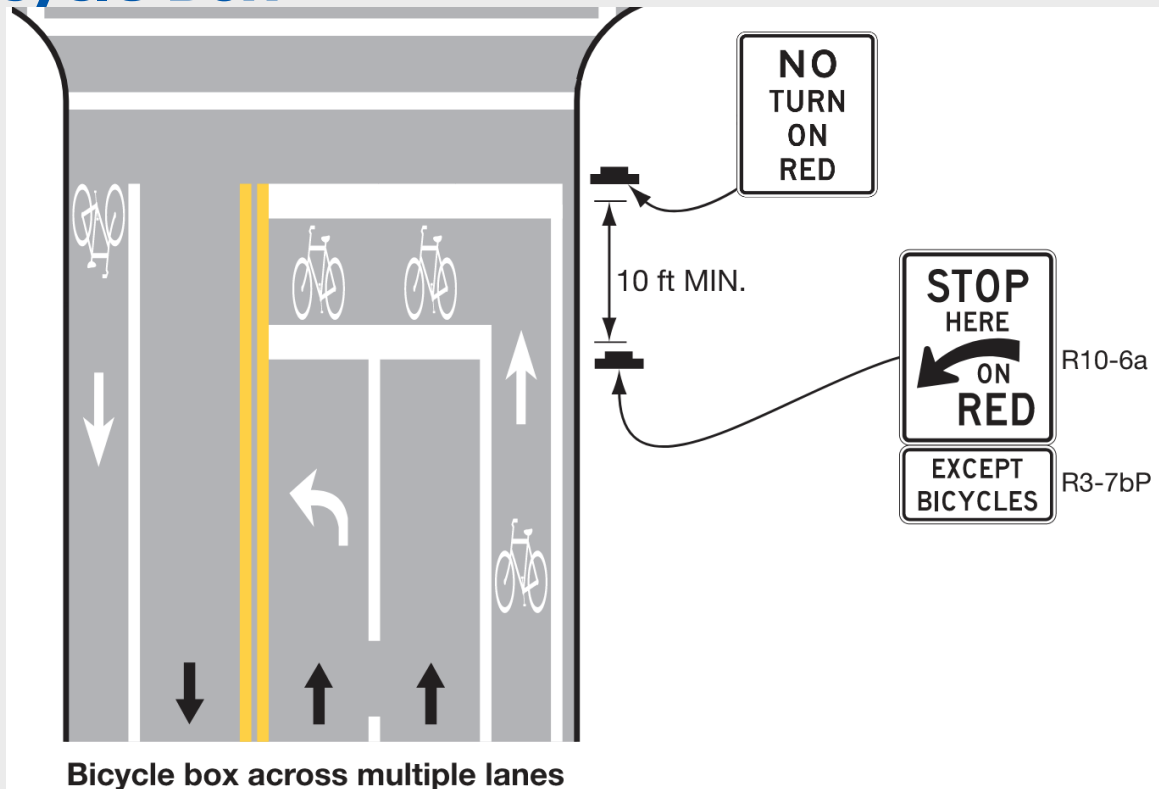


Figure 9E-12

# Chapter 9B & 4H: Various New Bicycle Signal Signs and Plaques

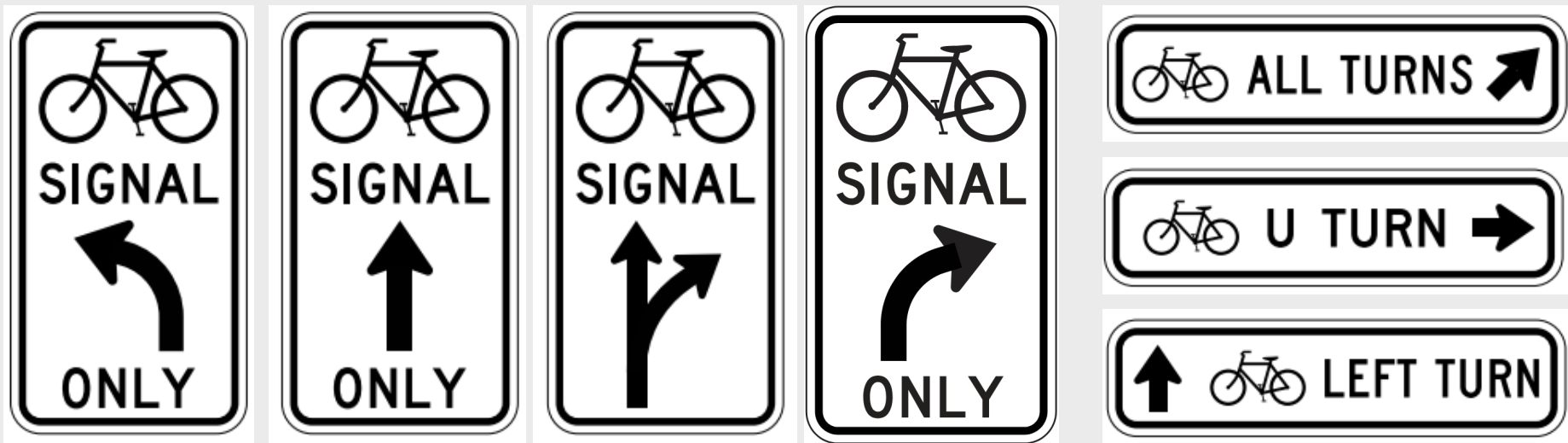


Figure 9B-1 (Sheet 2)

## Section 9B.12: Bicycles Yield to Peds Sign

- In Texas, the Bicycles Yield to Peds sign is prohibited on roadways and bicycle only paths.
- The Bicycles Yield to Peds sign is limited to shared use paths.



Figure 9B-1  
(Sheet 1)

### Standard:

- 04 **The Bicycles Yield to Peds (R9-6) sign shall not be used at any location where bicycles are required to stop and yield the right-of-way to pedestrians.**
- 05 **The Bicycles Yield to Peds (R9-6) sign shall only be allowed on a shared-use path**

## Chapters 2C, 9B: SHARE THE ROAD Plaque Removed



Figure 2C-12

*MUTCD 11<sup>th</sup> Edition removed the SHARE THE ROAD plaque.*

## Section 9D.01: Guide Signs and Plaques for Bicycle Facilities

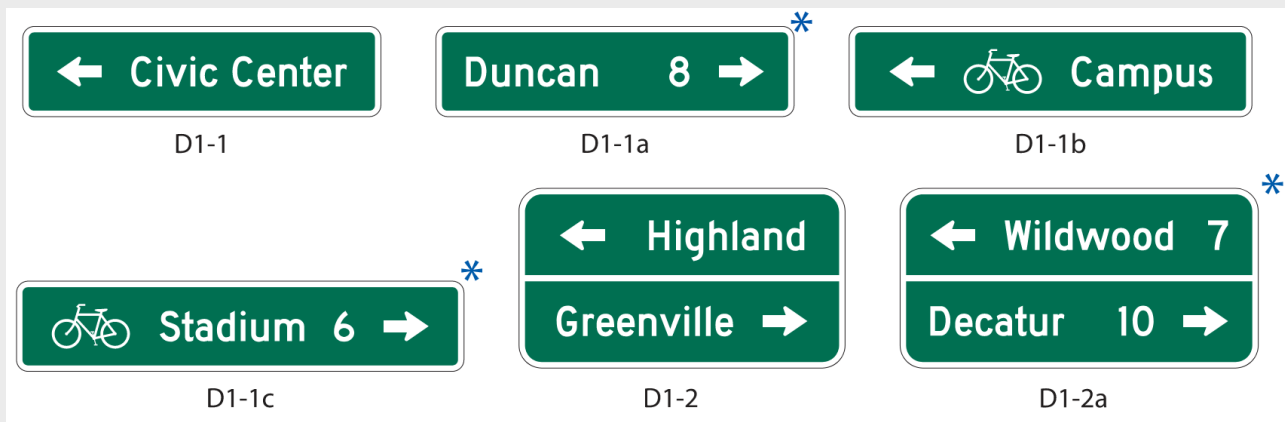


Figure 9D-1



\* The D1 series signs that include both arrows and distances shall not be installed on state-maintained highways or right-of-way. If used, the D1 series signs that includes high arrows and distances may be installed on a state-maintained bikeway or shared-use path if they are oriented away from and not visible to operators of motor vehicles.

## Section 9D.03 Bike Route Plaque (D11-1bP)

- The BIKE ROUTE Plaque existed in the 2011 TMUTCD.
- The 2025 TMUTCD includes a new Section 9D.03 describing the application of the BIKE ROUTE plaque.



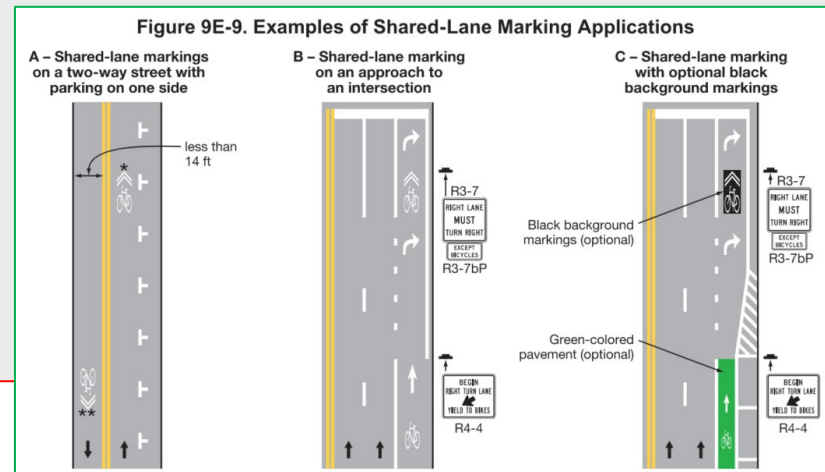
Figure 9D-1 (Sheet 2)

## Section 9E.09 Shared-Lane Markings

- Added text that prohibits the use of shared-lane markings on certain facilities.

### Standard:

- 04 Shared-lane markings shall not be used in:
- Shoulders;
  - Bicycle lanes or in designated extensions of bicycle lanes through intersections or driveways;
  - A travel lane in which light-rail transit vehicles also travel;
  - The transition area where a motor vehicle entering a mandatory turn lane must weave across bicyclists in bicycle lanes;
  - Two-stage turn boxes;
  - Bicycle boxes;
  - Shared-use paths or shared-use path crossings; or
  - Physically-separated bikeways, either in the roadway or on an independent right-of-way.
- 05 Green-colored pavement shall not be applied as a background to shared-lane markings (see Section 3H.06).



**FYI**

# Chapters 9B, 9D, 9E: Two-Stage Bicycle Turn Box

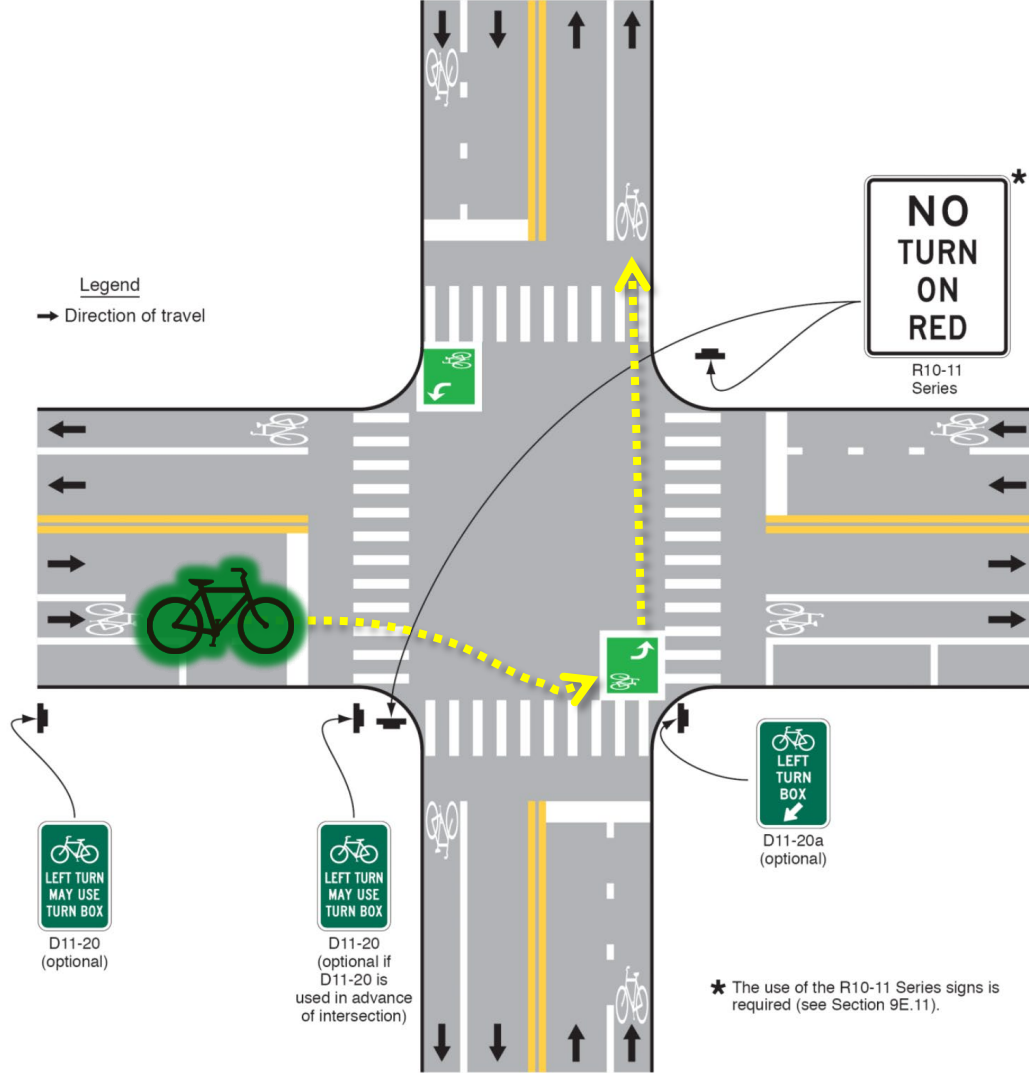
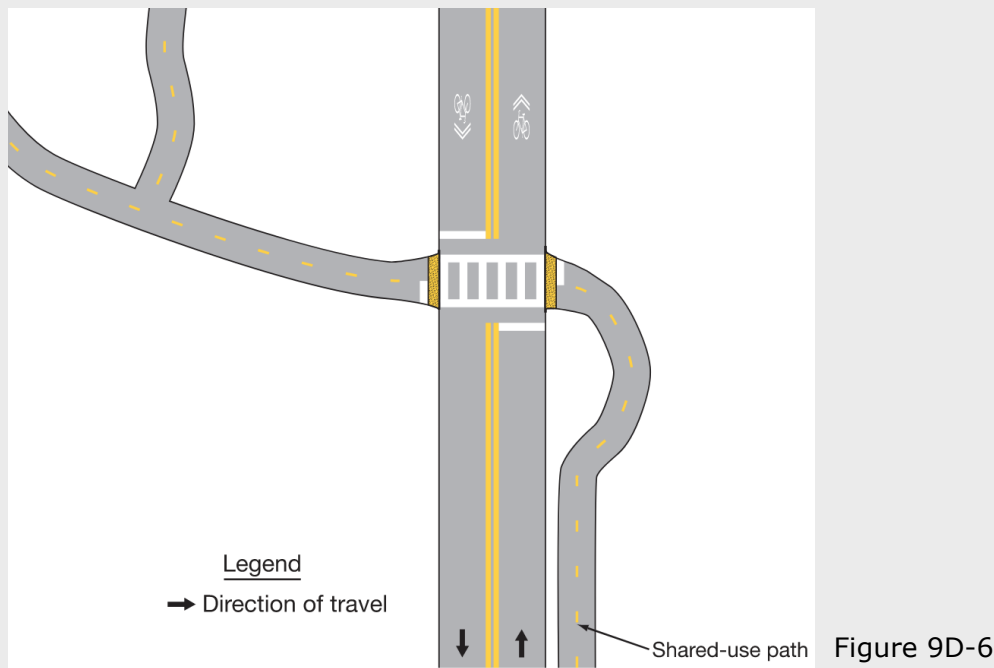


Figure 9D-7

## Section 9E.13: Crossing at a Shared Use Path



### Standard:

- 05 Where a shared-use path crosses a roadway, crosswalk markings shall be used

# Bicycle Signals



## Chapter 4H: Bicycle Signal Faces

- Control bicyclist movement in a designated bicycle lane or shared-use path.
- **ZERO conflicts allowed**, including turns on red.
- Not allowed for shared lanes or PHB.



**Bicycle Signal Face**-a signal face that displays only bicycle symbol signal indications, that exclusively controls a bicycle movement from a designated bicycle lane or from a separate facility such as a shared-use path, and that displays signal indications that are applicable only to the bicycle movement.

## Chapter 9E: Prohibition of Turns | Separated Bicycle Lanes

### Section 9E.07 Separated Bicycle Lanes

#### Standard:

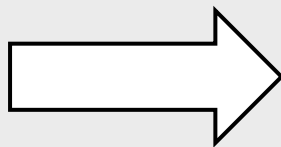
- 12 **Turns on red shall be prohibited across separated bicycle lanes while bicyclists are allowed to proceed through the intersection.**

#### Support:

- 12 Additional information on signals for bicycle facilities is found in Chapter 4H.

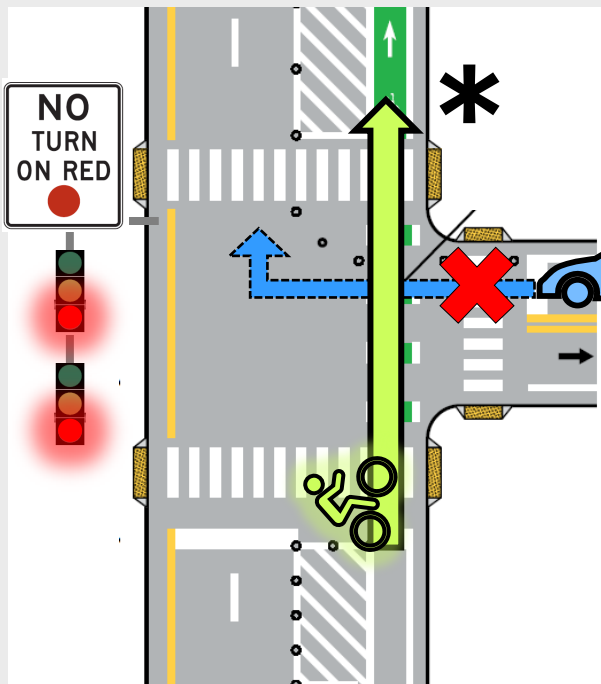


If bicyclists in a  
SEPARATED Lane  
are allowed to  
proceed









**Conflicting  
*Left & Right*  
*Turns on Red*  
are PROHIBITED**

# Chapter 9E: Prohibition of Turns | Separated Bicycle Lanes



## Key Implication

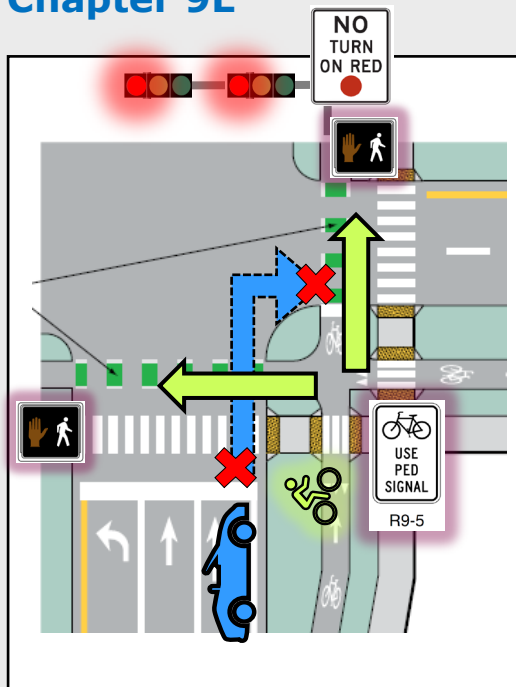
Conflicting turns on red must be **prohibited** any time a separated bicycle lane is allowed to proceed:

 <b>Bicycle Signal</b>			
Green		Yellow	
<b>General Purpose Signal</b>		<b>Pedestrian Signal</b>	
			
			
Green		Walk	
Yellow		R9-5	

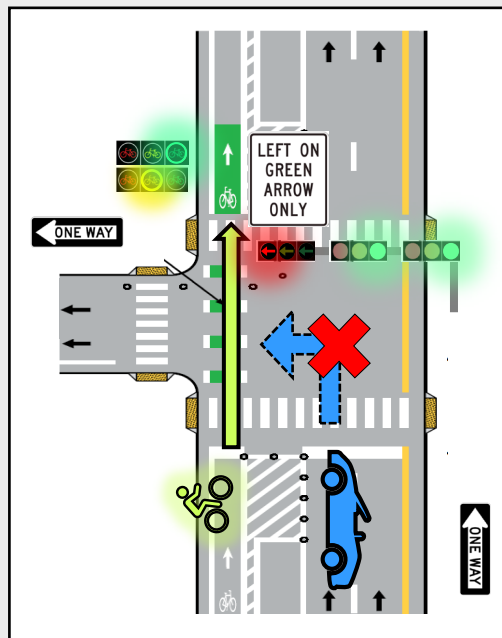
# Prohibition of Turns for Bicycle Lanes

Examples showing restrictions derived from Chapters 4H & 9E.

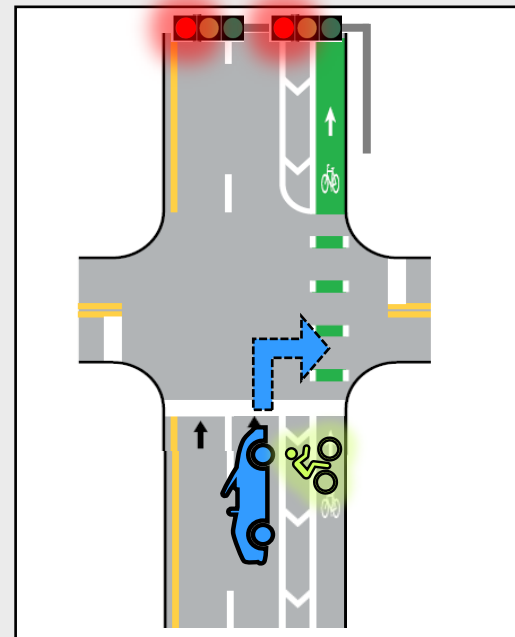
### Chapter 9E



### Chapter 4H

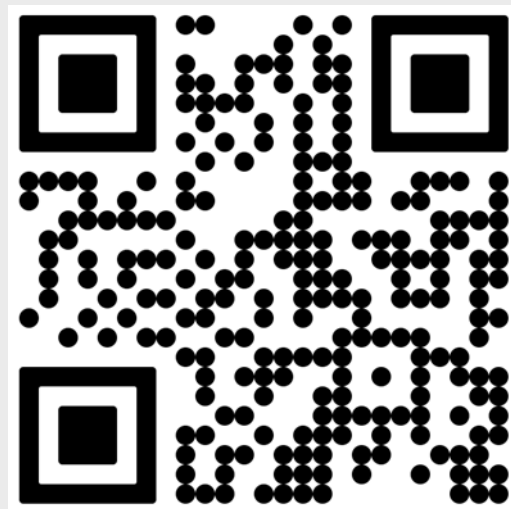


### Allowed



# Questions?

## TMUTCD & Additional Related Information



**Webinars on the overview and  
summary of revisions are available  
on the TMUTCD webpage!**