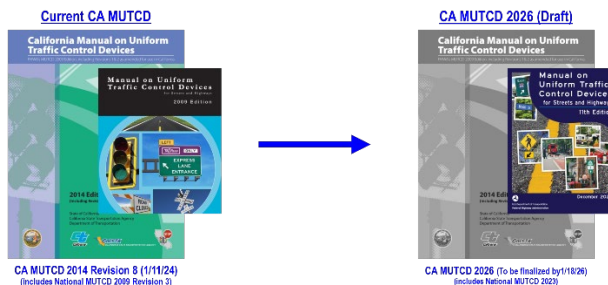


California MUTCD 2014 Revision 8 Compare (Draft)



The National MUTCD 2023 is published by Federal Highway Administration's (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. On December 19, 2023, a Final Rule adopting the National MUTCD 2023 was published in the Federal Register with an effective date of January 18, 2024. States must adopt the National MUTCD as their legal State standard for traffic control devices within two years from the effective date.

Caltrans has begun to prepare the initial draft version of CA MUTCD 2026 to revise California MUTCD 2014 Revision 8 (current) to be in substantial conformance with FHWA's National MUTCD 2023 (11th Edition). Initial draft chapters of CA MUTCD 2026, as they are completed, are being posted on the webpage and open to public for review and providing comments.

This "Compare" document has been prepared by Caltrans to share the outcome (in CA MUTCD 2026) of California specific additions (shown in blue color text and blue margin lines) and California specific revisions (shown as black strikethrough text and blue margin line) that are included in the current CA MUTCD (2014 Revision 8). This document identifies California specific contents that are incorporated into CA MUTCD 2026 initial draft version and contents that are not incorporated and provides brief explanation, if they aren't incorporated. This document is being provided for ease in comparison, when reviewing CA MUTCD 2026 initial draft.

Though every effort has been made by Caltrans to ensure accuracy of this document, the inherent variances between National MUTCD and California MUTCD, along with moving of contents and reorganization undertaken by FHWA in the National MUTCD 2023, there may be unintentional errors or omissions in this document or some contents may have been overlooked.

Reference documents and information related to California's National MUTCD 2023 review and adoption efforts is available at the following websites:

- National MUTCD 2023 - <https://mutcd.fhwa.dot.gov/>
- California MUTCD 2014 Revision 8 - <https://dot.ca.gov/programs/safety-programs/camutcd>
- National MUTCD 2023 review (including CA MUTCD 2026 Drafts) - <https://dot.ca.gov/programs/safety-programs/camutcd/nmutcd>

Text changes reflected in CA MUTCD 2026 initial draft version, when compared to current CA MUTCD 2014 Revision 8, are provided as follows:

- **Unedited black text** - The unedited National MUTCD text is shown in "Times New Roman" font and black color. This black text shown without the strikethrough, represents National MUTCD text that is adopted in California as-is, without any revisions. FHWA has provided compare documents for any changes to this text, comparing the National MUTCD 2009 and 2023 editions. They are available separately, and not included in this compare document.
- **Strikethrough black text** - Text portions of the National MUTCD content that are not applicable in California are showing with a strikethrough of the black text and a blue margin line on the right side. This compare document includes identification of these changes.
- **Blue text** - The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and show in "Arial Narrow" font and blue font color with a blue margin line on the right side. This compare document includes identification of these changes

This "compare" document uses the current California MUTCD (2014 Revision 8) and uses color highlights for only California specific text revisions (black strikethrough text) and California added text (blue text), to indicate their disposition in CA MUTCD 2026 initial draft version. Comments are provided only for text that has been revised before it is incorporated or text that has been deleted and not incorporated into this CA MUTCD 2026 initial draft version. Meaning of the highlighting colors used are as follows:

- **Bright Green** – Incorporated as-is, no change in policy
- **Turquoise** – Incorporated with revisions, may or may not be a change in policy
- **Pink** – Deleted and not incorporated, potential change in policy.

CHAPTER 7C. MARKINGS

Section 7C.01 Functions and Limitations

Support:

⁰¹ Markings have definite and important functions in a proper scheme of school area traffic control. In some cases, they are used to supplement the regulations or warnings provided by other devices, such as traffic signs or signals. In other instances, they are used alone and produce results that cannot be obtained by the use of any other device. In such cases they serve as an effective means of conveying certain regulations, guidance, and warnings that could not otherwise be made clearly understandable.

⁰² Pavement markings have some potential limitations. They might be obscured by snow, might not be clearly visible when wet, and might not be durable when subjected to heavy traffic. In spite of these potential limitations, they have the advantage, under favorable conditions, of conveying warnings or information to the road user without diverting attention from the road.

Section 7C.02 Crosswalk Markings

Standard:

^{00a} When transverse crosswalk lines are used, they shall be solid white or yellow, marking both edges of the crosswalk, except as noted in the Option. Refer to CVC 21368. They shall be not less than 12 inches nor greater than 24 inches in width.

Guidance:

^{00b} If transverse crosswalk lines are used to mark a crosswalk, the gap between the lines should not be less than 6 feet. If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk width should not be less than 6 feet.

^{00c} Crosswalk lines on both sides of the crosswalk should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks.

⁰¹ Crosswalks should be marked at all intersections on established routes to a school where there is substantial conflict between motorists, bicyclists, and student movements; where students are encouraged to cross between intersections; where students would not otherwise recognize the proper place to cross; or where motorists or bicyclists might not expect students to cross (see Figure 7A-1).

⁰² Crosswalk lines should not be used indiscriminately. An engineering study considering the factors described in Section 3B.18 should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign.

⁰³ Because non-intersection school crossings are generally unexpected by the road user, warning signs (see Sections 7B.11 and 7B.12) should be installed for all marked school crosswalks at non-intersection locations. Adequate visibility of students by approaching motorists and of approaching motorists by students should be provided by parking prohibitions or other appropriate measures.

Support:

⁰⁴ Section 3B.18 contains provisions regarding the placement and design of crosswalks, and Section 3B.16 contains provisions regarding the placement and design of the stop lines and yield lines that are associated with them. Provisions regarding the curb markings that can be used to establish parking regulations on the approaches to crosswalks are contained in Section 3B.23.

Support:

⁰⁵ Examples of school area signing, markings, flashing beacons and overhead school signs are shown in Figures 7B-1(CA), 7B-5(CA), 7B-4 through 7B-6 and Figures 7B-101(CA) through 7B-104(CA).

⁰⁶ Refer to CVC 21368 for crosswalks near schools.

Standard:

⁰⁷ Whenever a marked pedestrian crosswalk has been established in a roadway contiguous to a school building or school grounds, it shall be yellow. If any one of the crosswalks is required to be yellow at an intersection, then all other marked pedestrian crosswalks at that intersection shall also be yellow. Refer to CVC 21368.

Option:

08 A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 600 feet from a school building or school grounds. Refer to CVC 21368.

09 A marked pedestrian crosswalk may be yellow if the nearest point of the crosswalk is not more than 2800 feet from a school building or school grounds and there are no intervening crosswalks other than those contiguous to the school grounds, and it appears that the facts and circumstances require special marking for the protection and safety of persons attending the school. Refer to CVC 21368.

Guidance:

10 *Diagonal or longitudinal markings should be used when a crosswalk is marked at an uncontrolled crossing location. The diagonal or longitudinal lines should be 12 to 24 inches wide and spaced 12 to 60 inches apart. The spacing design should avoid the wheel paths.*

Option:

11 For added visibility, the area of a crosswalk may be marked with white or yellow diagonal lines at a 45-degree angle to the line of the crosswalk or with white or yellow longitudinal lines parallel to traffic flow. Refer to CVC 21368. When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Section 7C.03 Pavement Word, Symbol, and Arrow Markings

Option:

01 ~~If used, the SCHOOL word marking may extend to the width of two approach lanes (see Figure 7C-1).~~

Guidance:

02 *If the two-lane SCHOOL word marking is used, the letters should be 10 feet or more in height.*

Support:

03 Section 3B.20 contains provisions regarding other word, symbol, and arrow pavement markings that can be used to guide, warn, or regulate traffic.

Standard:

04 **If used, the SCHOOL pavement marking shown in Figure 7C-101(CA) shall be used and it shall be restricted to a single lane.**

Guidance:

05 *On State highways, all letters, numerals, and symbols should be in accordance with Caltrans' Standard Plans publication. See Section 1A.11 for more information regarding this publication.*

Standard:

06 **The SLOW SCHOOL XING marking shall be used in accordance with the provisions of CVC 21368 in advance of all yellow school crosswalks (see Figure 7C-101(CA)). They shall not be used where the crossing is controlled by stop signs, traffic signals, or yield signs. They shall be yellow, with the word XING at least 100 feet in advance of the school crosswalk.**

Option:

07 The SCHOOL XING marking and crosswalks may be used at remote locations outside of the school zone.

Support:

08 Remote crosswalk locations are locations near schools, which are not included in CVC 21368 criteria. Also refer to Section 7C.03.

Standard:

09 **If the SCHOOL XING marking and crosswalks are used at remote locations outside of the school zone, they shall not be yellow (Refer to CVC 21368), but white.**

Guidance:

10 *The SCHOOL XING marking should be used in advance of all white school crosswalks.*

Option:

11 The SCHOOL marking may be used with the School Assemblies A(CA) or C(CA), except at locations where SLOW SCHOOL XING markings are required.

Standard:

12 **If the SCHOOL marking is used with the School Assemblies A(CA) or C(CA) (See Section 7B.11), it shall be yellow.**

Guidance:

¹³ If used, the SCHOOL marking should be located adjacent to the School Assemblies A(CA) or C(CA) (See Section 7B.11).

Support:

¹⁴ Refer to Section 3B.20 for more details on SCHOOL marking.