



# National Committee on Uniform Traffic Control Devices

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## NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

**TECHNICAL COMMITTEE:** Bicycle Technical Committee  
**ITEM NUMBER:** 18B-BIK-03  
**TOPIC:** Vehicle Prohibition Signs  
**ORIGIN OF REQUEST:** Bicycle Technical Committee/FHWA Traffic Control Devices Pooled Fund Study  
Mike Cynecki (BTC TF Chair)  
R/W TF members – Tim Haagsma, Robert Weber, Ross Oyen  
**AFFECTED SECTIONS OF MUTCD:** Section 2B.39 and Section 9B.08

### DEVELOPMENT HISTORY:

- Approved by Bicycle Technical Committee: 06/20/2018
- Concurrence by Regulatory Warning Sign Technical Committee: 06/20/2018
- Approved by NCUTCD Council: 01/11/2109

*This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.*

### SUMMARY:

Section 2B.39 Selective Exclusion Signs of the 2009 MUTCD contains provisions to exclude pedestrians, bicyclists and motor-driven cycles from certain classes of roadway as well as other non-motorized users from roadways and/or shared-use paths. There are no provisions for signs to exclude specific types of off-road motor vehicles from shared-use paths and trails. For example, the general NO MOTOR VEHICLES R5-3 sign may not be applicable to some shared-use paths and trails that allow snowmobile use during winter months. With the increased popularity and use of off-road motorized vehicles, selective exclusion for specific types of motor vehicles are needed.

### DISCUSSION:

The Bicycle Technical Committee proposed a Traffic Control Devices Pooled Fund Study (TCD PFS) to identify and recommend an appropriate regulatory sign to alert off-road motorized vehicle users that the use of specific vehicles on shared-use paths or trails is prohibited. The

33 TCD PFS focuses on a systematic evaluation of novel traffic control devices (TCDs), employing  
34 a process that addresses human factors and operations issues for each TCD idea. The Federal  
35 Highway Administration (FHWA) Human Factors Team evaluated signs to alert users that three  
36 specific vehicle modes were prohibited from using the shared-use path or trail including dirt  
37 bikes, all-terrain vehicles (ATV's) and snowmobiles. Three symbol signs were tested for  
38 bicyclist comprehension, effectiveness and legibility as a part of the study.

39  
40 The TCD PFS was completed and the findings published in December 2017. Note, the NO  
41 SNOWMOBILES sign (R5-xx) was previously approved by the NCUTCD Council in June  
42 2009.

#### 43 44 **RECOMMENDED MUTCD CHANGES**

45 The following present the proposed changes to the current MUTCD within the context of the  
46 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
47 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
48 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
49 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background  
50 comments may be provided with the MUTCD text. These comments are indicated by  
51 highlighted light blue in brackets.

### 52 53 **PART 2. SIGNS**

#### 54 55 **CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES**

##### 56 57 Section 2B.39 Selective Exclusion Signs

58 Support:

59 01 Selective Exclusion signs (see Figure 2B-11) give notice to road users that State or local  
60 statutes or ordinances exclude designated types of traffic from using particular roadways or  
61 facilities.

##### 62 **Standard:**

63 02 **If used, Selective Exclusion signs shall clearly indicate the type of traffic that is**  
64 **excluded.**

65 Support:

66 03 Typical exclusion messages include:

- 67 A. No Trucks (R5-2),
- 68 B. NO MOTOR VEHICLES (R5-3),
- 69 C. NO COMMERCIAL VEHICLES (R5-4),
- 70 D. NO TRUCKS (VEHICLES) WITH LUGS (R5-5),
- 71 E. No Bicycles (R5-6),
- 72 F. NO NON-MOTORIZED TRAFFIC (R5-7),
- 73 G. NO MOTOR-DRIVEN CYCLES (R5-8),
- 74 H. No Pedestrians (R9-3),
- 75 I. No Skaters (R9-13),
- 76 J. No Equestrians (R9-14), ~~and~~
- 77 K. No Hazardous Material (R14-3) (see Section 2B.62);
- 78 L. No Snowmobiles (R5-xx) [approved Council 6-19-2009]

- 79 M. [No Motorcycles \(R5-xx\)](#), and
- 80 N. [No ATV's \(R5-xx\)](#).

81 Option:

82 04 Appropriate combinations or groupings of these legends into a single sign, such as NO  
83 PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a), or NO  
84 PEDESTRIANS OR BICYCLES (R5-10b) may be used.

85 *Guidance:*

86 05 *If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.59) should  
87 be used instead of a Selective Exclusion sign.*

88 06 *If used on a ~~freeway or expressway~~ ramp to a freeway or expressway where  
89 pedestrian and bicycle travel are prohibited by law or regulation, the NO  
90 PEDESTRIANS OR BICYCLES (R5-10b) sign should be installed in a location where  
91 it is clearly visible to any pedestrian or bicyclist attempting to enter the limited  
92 access facility from a street intersecting the ~~exit~~ ramp. In locations where a freeway or  
93 expressway is accessed from a ramp from a roadway parallel to the freeway or  
94 expressway, the sign should be placed in a location that clearly indicates the  
95 prohibition applies only to the freeway or expressway or to the ramp. [approved by*

96 Council June 23, 2011]

97 07 *The Selective Exclusion sign should be placed on the right-hand side of the roadway  
98 at an appropriate distance from the intersection so as to be clearly visible to all road  
99 users turning into the roadway that has the exclusion. The NO PEDESTRIANS (R5-10c)  
100 or No Pedestrian Crossing (R9-3) sign (see Section 2B.51) should be installed so as to be  
101 clearly visible to pedestrians who are at a location where an alternative route is  
102 available.*

103 Option:

104 08 The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign may also be used  
105 at underpasses or elsewhere where pedestrian facilities are not provided.

106 09 The NO TRUCKS (R5-2a) word message sign may be used as an alternate to the No Trucks  
107 (R5-2) symbol sign.

108 10 The AUTHORIZED VEHICLES ONLY (R5-11) sign may be used at median  
109 openings and other locations to prohibit vehicles from using the median opening or  
110 facility unless they have special permission (such as law enforcement vehicles or  
111 emergency vehicles) or are performing official business (such as highway agency  
112 vehicles).

## 114 PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES

### 116 CHAPTER 9B. SIGNS

#### 117 Section 9B.09 Selective Exclusion Signs

118 Option:

119 01 Selective Exclusion signs (see Figure 9B-2) may be installed at the entrance to a roadway or  
120 facility to notify road or facility users that designated types of traffic are excluded from using the  
121 roadway or facility.

122 **Standard:**

123 02 **If used, Selective Exclusion signs shall clearly indicate the type of traffic that is  
124 excluded.**

125 Support:

126 03 Typical exclusion messages include:

127 A. No Bicycles (R5-6),

128 B. No Pedestrians (R9-3),

129 C. No Skaters (R9-13) ~~and~~

130 D. No Equestrians (R9-14)

131 E. No Snowmobiles (R5-xx), [approved Council 6-19-2009]

132 F. No Motorcycles (R5-xx), and

133 G. No ATV's (R-5xx).

134 Option:

135 04 Where bicyclists, pedestrians, and motor-driven cycles are all prohibited, it may be more  
136 desirable to use the R5-10a word message sign that is described in Section 2B.39.

137 The following new signs are added to Figure 2B-11 and Figure 9B-2

138



139 **R5-xx**  
140 **18" x 18"**  
141



**R5-xx**  
**18" x 18"**



142 **R5-xx**  
143 **18" x 18"**

144 [approved Council 6-19-2009]  
145