National Committee on
Uniform Traffic Control Devices

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Item Number: 26B-RW-02

NCUTCD PROPOSAL FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE:	Regulatory and Warning Signs Technical Committee
ITEM NUMBER:	26B-RW-02
TOPIC:	Turn on Red Across Separated Bike Lanes
ORIGIN OF REQUEST:	No Turn on Red MCTF
AFFECTED SECTIONS OF MUTCD:	2B.60

DEVELOPMENT HISTORY:
Approved by RWSTC: 06/24/2026
Concurrence by BTC: 06/24/2026
Approved by NCUTCD Council: .....

This is a proposed change to the MUTCD that has been developed by a technical committee, joint committee, or joint task force of the NCUTCD. The NCUTCD is distributing this to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, options, or support. If approved by the NCUTCD Council, the recommended changes 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:
This proposal revises Section 2B.60 to refer to turn prohibitions in general instead of specifically No Turn on Red signs, and to add a reference to Section 9E.07 prohibiting turns on red across a separated bicycle lane.

DISCUSSION:
Section 9E.07 indicates in paragraph 12 page 60 that Turns on Red **shall be prohibited** as a Standard across separated bike lanes which bicyclists are allowed to proceed through the intersection. Section 2B.60 paragraph 03 indicates a *Guidance statement*. It says a NO TURN ON RED sign should be considered when this conflict exists with a bicycle phase. Therefore, there is a contradiction between the two Sections.

Section 2B.60, paragraph 03, only recommends an engineer to “consider” using a NTOR sign for an exclusive pedestrian or bicycle phase. It does not necessarily recommend the use of a NTOR sign. An exclusive bike or pedestrian phase would be repeatedly encroached by motor vehicles without a NTOR sign for motor vehicles, eliminating the effectiveness of an exclusive phase and creating a potential safety concern.

In Columbus, Ohio when a bike lane was first opened to bicycle traffic at Summit St (Between 11th and Hudson), there were no bicycle signals, nor restrictive signage for motorists. Crashes increased from 1.5 crashes/year to 15 crashes/year in the first year. With the bicycle signals with exclusive phase, right turn arrows in the right turn-only lanes, and NTOR signage, crashes were reduced.

In Phoenix, an experiment was proposed to FHWA for a "bike cross" to cross bicyclists across an approach from the right side to the left side of a street using a bike box. FHWA said that a NTOR sign for motorists would be required if they were going to allow the experiment. They were already treating it as a shall condition.

In the 11th edition language, FHWA may have meant to exempt a separated bike lane when using protected intersection geometrics without a bike signal, but not at a site with a bike signal.

Therefore, Section 2B.60 needs to reference Section 9E.07 paragraph 12 shall condition.

RECOMMENDED MUTCD CHANGES:

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by [bracketed white text in shaded green]. Deletions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in ~~highlighted red strikethrough and sans-serif text~~. Additions made by a technical committee, joint committee, or task force after initial distribution to sponsoring organizations are shown in underline blue and sans-serif text.

PART 2
SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.60 No Turn on Red Signs (R10-11 Series, R10-17a, and R10-30)

Standard:

01 **Where a right turn on a circular red signal indication (or a left turn on a circular red signal indication from a one-way street to a one-way street) is to be prohibited, a NO TURN ON RED (R10-11, R10-11b) word message sign (see Figure 2B-28) shall be used. A NO TURN ON RED (symbolic circular red) (R10-11a) sign (see Figure 2B-28) shall be used when the approach is controlled by both circular red and red arrow indications.**

Support:

01a Section 9E.07 contains information on prohibited turns on red across separated bicycle lanes.

Guidance:

02 *If used, the No Turn on Red sign should be installed near the appropriate signal head.*

03 *~~A No Turn on Red sign~~ The prohibition of turns on red should be considered when an engineering study finds that one or more of the following conditions exists:*

- *A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);*
- *B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;*
- *C. An exclusive pedestrian or bicycle phase;*
- *D. An unacceptable number of conflicting pedestrian movements with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;*
- *E. More than three right-turn-on-red crashes reported in a 12-month period for the particular approach; or*

F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left (or right, if applicable).

Standard:

04 **If an R10-11, R10-11a, R10-11b, or R10-17a sign with conventional road size as shown in Table 2B-1 is used on an approach on the far side of the intersection and the distance between the stop line and the sign is greater than 120 feet, then a duplicate sign shall be located on the near side of the intersection to supplement the sign on the far side of the intersection.**

Option:

05 When a no-turn-on-red restriction applies during certain time periods only, the following alternatives may be used:

A. Movement Prohibition (R3-1, R3-2, R3-4, R3-18, and R3-27) signs or NO TURN ON RED signs displayed by using a blank-out sign for the time period or one or more portion(s) of a particular cycle of the traffic control signal during which the prohibition is applicable; or
B. Static signs incorporating a supplemental legend or with a supplemental R10-20aP plaque (see Figure 2B-28) showing the hours and days during which the prohibition is applicable.

06 White LEDs may be used in the border and activated during periods of turn prohibition to enhance the sign conspicuity.

07 On signalized approaches with more than one right-turn lane, a NO TURN ON RED EXCEPT FROM RIGHT LANE (R10-11c) sign (see Figure 2B-28) may be post-mounted at the intersection or a NO TURN ON RED FROM THIS LANE (with down arrow) (R10-11d) sign (see Figure 2B-28) may be mounted over the approximate center of the lane from which turns on red are prohibited.

Guidance:

08 Where turns on red are permitted and the signal indication is a steady RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-28) should be installed adjacent to the RED ARROW signal indication.

Option:

09 A RIGHT TURN ON RED MUST YIELD TO U-TURN (R10-30) sign (see Figure 2B-28) may be installed to remind road users that they must yield to conflicting U-turn traffic on the street or highway onto which they are turning right on a red signal after stopping.

PART 9

TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9E. MARKINGS

[Section 9E.07 (as modified by Revision 1) is included for reference. No changes are proposed to this section.]

Section 9E.07 Separated Bicycle Lanes

Support:

01 Separated bicycle lanes provide a physical separation between a general-purpose lane and a bicycle lane through the use of vertical objects or vertical separation between the general-purpose lane and bicycle lane. Providing a physical separation between a bicycle lane and a general-purpose lane can reduce vehicle encroachment into the bicycle lane beyond a marked buffer alone and can in some cases prevent that encroachment altogether.

02 Physical separation between general-purpose lanes and bicycle lanes introduces additional design considerations over buffer-separated bicycle lanes, including the awareness of a potentially unexpected conflict point for turning motor vehicles and the provision of adequate sight distance for all users at intersections and driveway crossings.

Option:

03 Vertical elements used to provide physical separation between general-purpose lanes and bicycle lanes may include, but are not limited to, tubular markers, raised islands, or parked vehicles.

Support:

04 Where on-street parking is provided adjacent to the buffer area of a separated bicycle lane, pedestrians will need to access those vehicles.

Guidance:

05 BIKE LANE (R3-17) signs (see Figure 9B-1) should be used to distinguish a separated bicycle lane from a general-purpose lane.

06 Where an on-street parking lane serves as the separation between a general-purpose lane and a separated bicycle lane, a buffer space should be provided between the parking lane and the bicycle lane to allow for opening doors of parked vehicles.

Option:

07 Separated bicycle lanes may be designed for one-way or two-way bicycle travel.

08 Providing one-way separated bicycle lanes in the same direction as and on the right-hand side of the general-purpose lane, whether on a one-way or two-way roadway, accommodates the expectations of road users and might result in fewer conflict points at intersections or driveway crossings.

Option:

09 Separated bicycle lanes may be provided on one or both sides of a roadway or in a center median.

Support:

10 The presence of two-way separated bicycle lanes on one side of a roadway or in a center median can introduce additional challenges and conflict points, which can warrant additional design considerations when selecting the design for a separated bicycle lane. These considerations include design requirements for pedestrians who would interact with the separated bicycle lane.

Standard:

11 The edge line and lane line colors used for separated bicycle lanes shall conform to the requirements in Chapter 3A (see Figure 9E-7).

12 Directional arrows shall be used in conjunction with the bicycle lane symbol or word marking in separated bicycle lanes, placed downstream from the symbol or word marking.

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

Support:

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

Standard:

15 The buffer space for a separated bicycle lane shall be marked with solid longitudinal lines.

16 A marked buffer space that is 2 feet or wider for a separated bicycle lane, including those buffer spaces where tubular markers are provided, shall use chevron or diagonal markings within the buffer, unless physical separation is provided that occupies the majority of the buffer space, such as raised islands or other physical dividers, or such as where an on-street parking lane occupies the majority of the buffer space.

Guidance:

17 Where used in the buffer area of a separated bicycle lane, the spacing of chevrons or diagonal markings should be 10 feet or greater.

18 Crosswalks that cross a separated bicycle lane should be marked consistent with the style of crosswalk marking provided across the adjacent general-purpose lane.

Support:

19 Where on-street parking is provided as the physical separation adjacent to the buffer area of a separated bicycle lane, the chevron or diagonal marking provisions in Section 9E.06 apply to the area outside of the marked parking area within the buffer (see Figure 9E-7).

20 Intersection treatments for separated bicycle lanes can vary depending on the geometric and operational conditions at the intersection (see Section 9E.02).