

**RESCINDED  
JANUARY 2024**  
This Recommended  
Change to the MUTCD  
was rescinded by the  
NCUTCD Council on  
January 12, 2024.



# National Committee on Uniform Traffic Control Devices

12615 West Keystone Drive \* Sun City West, AZ, 85375  
Telephone (623)680-9592 \* e-mail: ncutcd@aol.com

**Attachment No.: 15  
Item No.: 18B-BIK-03**

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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

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### **DEVELOPMENT HISTORY:**

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- 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

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*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.*

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### **SUMMARY:**

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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:**

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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

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

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

### 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 highlighted light blue in brackets.

## PART 2. SIGNS

### CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

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

Support:

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

**Standard:**

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

Support:

03 Typical exclusion messages include:

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

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No Motorcycles (R5-xx), and  
No ATV's (R5-xx).

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).*

**PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

**CHAPTER 9B. SIGNS**

**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.**

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125 Support:  
126 Typical exclusion messages include:  
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- A. No Bicycles (R5-6),
- 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

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



142 **R5-xx**  
143 **18" x 18"**  
144 [approved Council 6-19-2009]  
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