



# National Committee on Uniform Traffic Control Devices

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Item No.: 24B-BIK-01

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## NCUTCD RECOMMENDATION FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

**COMMITTEE / TASK FORCE:** Bicycle Technical Committee  
**ITEM NUMBER:** 24B-BIK-01  
**TOPIC:** Counter-Flow Bike Lane One-Way Signage  
**ORIGIN OF REQUEST:** Bicycle Technical Committee  
**AFFECTED SECTIONS OF MUTCD:** Section 9E.08 Counter-Flow Bicycle Lanes

### DEVELOPMENT HISTORY:

Approved by Bicycle TC: 06/26/2024 and 01/08/2025  
Approved by RWSTC: 06/26/2024 and 01/09/2025  
Approved by NCUTCD Council: 01/10/2025

*This is a recommended change 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:

Removes the restriction on using ONE WAY signs on roads with counter-flow bicycle lanes to improve driver compliance and reduce confusion and to eliminate a conflict between Section 2B.49 ONE WAY signs and Section 9E.08 Counter-Flow Bicycle Lanes.

### DISCUSSION:

Section 9E.08 Counter-Flow Bicycle Lanes prohibits the use of ONE WAY (R6-1) signs with an EXCEPT BICYCLES (R3-7bP) plaque for counter-flow bicycle lanes, however, Section 2B.49 ONE WAY signs includes a new Option to use this combination on counter-flow bicycle lanes. These two sections are therefore in conflict with each other.

It is noted that Section 2B.26 Movement Prohibition Signs provides an Option to omit mandatory use of No Left Turn/No Right Turn (R3-1) signs if ONE-WAY signs are used.

ONE WAY (R6-1) signs with an EXCEPT BICYCLES (R3-7bP) plaque for counter-flow bicycle lanes would present a clear message to motorists that the roadway is intended for motor vehicle traffic travel in one direction only in addition to counter-flow bicycle travel in the other direction.

36 **RECOMMENDED MUTCD CHANGES:**

37 The following present the proposed changes to the current MUTCD within the context of the  
38 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and  
39 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously  
40 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double  
41 underline for additions and ~~green double strikethrough~~ for deletions. In some cases,  
42 background comments may be provided with the MUTCD text. These comments are indicated  
43 by bracketed white text in shaded green.

44  
45 **PART 9. TRAFFIC CONTROL FOR BICYCLE FACILITIES**

46  
47 **CHAPTER 9E. MARKINGS**

48  
49 **Section 9E.08 Counter-Flow Bicycle Lanes**

50 Support:

51 01 Counter-flow bicycle lanes are one-directional and provide a lawful path of travel for bicycles in the  
52 opposite direction from ~~general traffic~~ motor vehicles on a roadway that allows ~~general traffic~~ motor  
53 vehicles to travel in only one direction.

54 02 Counter-flow bicycle lanes establish two-way traffic on a roadway. Section 9B.21 contains  
55 information on the Left Turn Yield to Bicycles (R10-12b) sign used with traffic signals and counter-flow  
56 bicycle lanes.

57 *Guidance:*

58 03 *Where used, a counter-flow bicycle lane should be marked such that bicycles in the counter-flow*  
59 *lane travel on their right-hand side of the road in accordance with normal rules of the road, with*  
60 *opposing traffic on the left.*

61 **Standard:**

62 04 **Counter-flow bicycle lanes located at the edge of the roadway shall use double yellow center**  
63 **line pavement markings (see Section 3B.01), a painted median island, a raised median island (see**  
64 **Chapter 3J), or some form of physical separation where the speed limit is 30 mph or less.**

65 05 **For speed limits 35 mph or greater, a buffer per Section 3B.25, a painted or raised median**  
66 **island, or some form of physical separation shall be used to separate a counter-flow bicycle lane**  
67 **from the adjacent travel lane.**

68 *Guidance:*

69 06 *Lane extension markings should be used where counter-flow bicycle movements cross intersections.*

70 07 *Counter-flow bicycle lanes should not be used between a general-purpose lane and an on-street*  
71 *parallel parking lane for motor vehicles.*

72 Support:

73 08 Counter-flow bicycle lanes located between a general-purpose lane and an on-street parallel parking  
74 lane for motor vehicles can limit visibility of bicycles for vehicles exiting the parking lane, potentially  
75 impacting the safety of bicyclists. Locating counter-flow bicycle lanes at the edge of the roadway can  
76 reduce conflicts for bicycles.

77 **Standard:**

78 09 **Where signs are provided to regulate turns from streets or driveways that intersect with a**  
79 **roadway that has a counter-flow bicycle lane, ~~ONE-WAY signs (see Section 2B.49) shall not be~~**  
80 **~~used.~~ Movement Prohibition signs (see Section 2B.26) with supplemental EXCEPT BICYCLES**  
81 **(R3-7bP) regulatory plaque(s) shall be used (see Figure 9E-8).**

82  
83 Option:

84 09A ONE WAY (R6-1or R6-2) signs with supplemental EXCEPT BICYCLES (R3-7bP) regulatory  
85 plaque(s) may be used in place of Movement Prohibition signs to regulate turns from streets or driveways

86 [that intersect with a roadway that has a counter-flow bicycle lane \(see Section 2B.49\).](#) [Delete prohibition  
 87 in Paragraph 9 and add this new Option to be consistent with the Option in 2B.26 Paragraph 13 and  
 88 2B.49 Paragraph 7.]

89 10 If a DO NOT ENTER (R5-1) sign(s) is used at egress points for motor vehicle traffic, the  
 90 EXCEPT BICYCLES (R3-7bP) regulatory plaque(s) shall be placed under the DO NOT ENTER  
 91 sign (see Figure 9E-8) where a counter-flow bicycle lane is used.

92 11 Where intersection traffic controls are provided (such as STOP or YIELD signs or traffic  
 93 signals), appropriate devices shall be provided and oriented toward bicyclists in the counter-flow  
 94 lane.

95 12 At signalized locations, appropriate bicycle signalization (see Chapter 9F) shall be provided  
 96 and oriented toward bicyclists in the counter-flow lane, including a method for counter-flow  
 97 bicycles to actuate the green phase for the counter-flow movement.

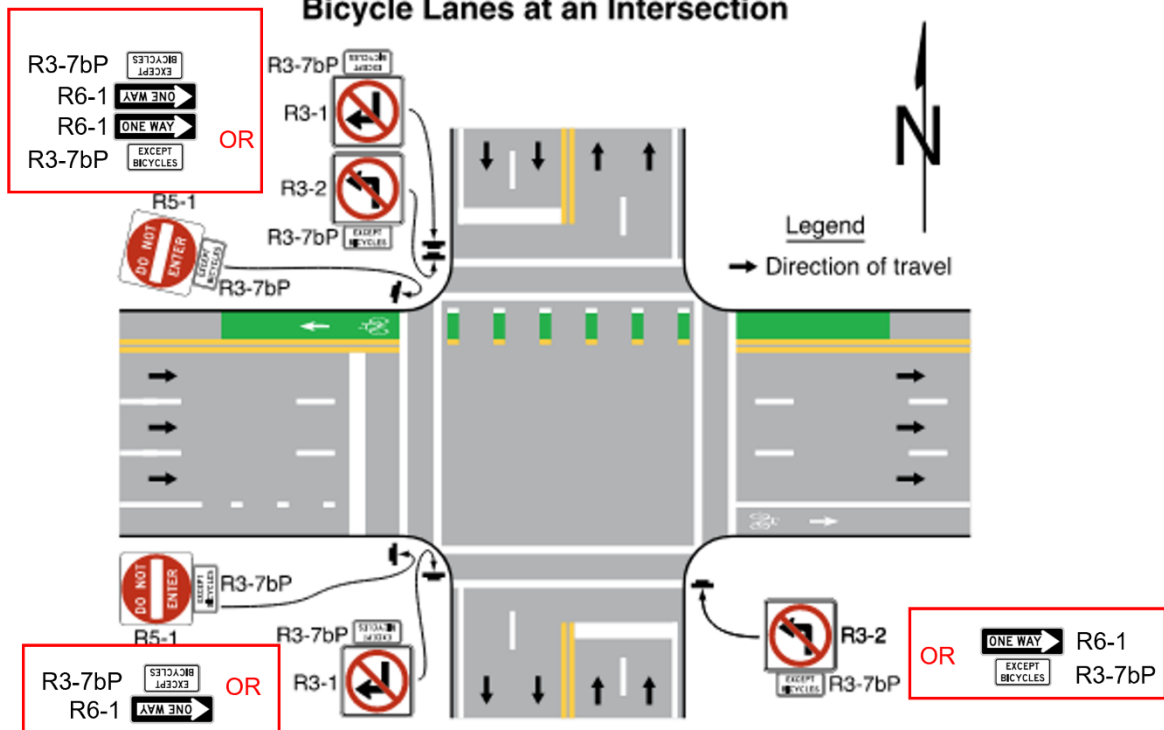
98 Support:

99 13 Higher levels of traffic control or additional signalization, signing, and/or pavement marking  
 100 treatments can be helpful for intersecting traffic where the counter-flow bicycle movement is unexpected.

101 Guidance:

102 14 A Bicycle Cross Traffic warning plaque (see Section 9C.06) should be used below a STOP sign on  
 103 the crossroad at intersections where a counter-flow bicycle lane is provided on the primary street.  
 104

Figure 9E-8. Example of Counter-Flow Bicycle Lanes at an Intersection



105 [\\*R6-1 or R6-2 signs and \(R3-7bP\) plaques may be used in place of Movement Prohibition](#)  
 106 [signs.](#)  
 107

108 [Revise Figure 9E-8 to add footnote for Option to use ONE WAY (R6-1 or R6-2) signs with  
 109 EXCEPT BICYCLES (R3-7bP) plaque in place of Movement Prohibition signs shown with  
 110 counter-flow bicycle lanes. Also delete North arrow.]  
 111