

MWCOG – BIKE PED SUBCOMMITTEE

VIRGINIA MUTCD 11.0 - BIKE PED UPDATES

Central Office Traffic Operations Division

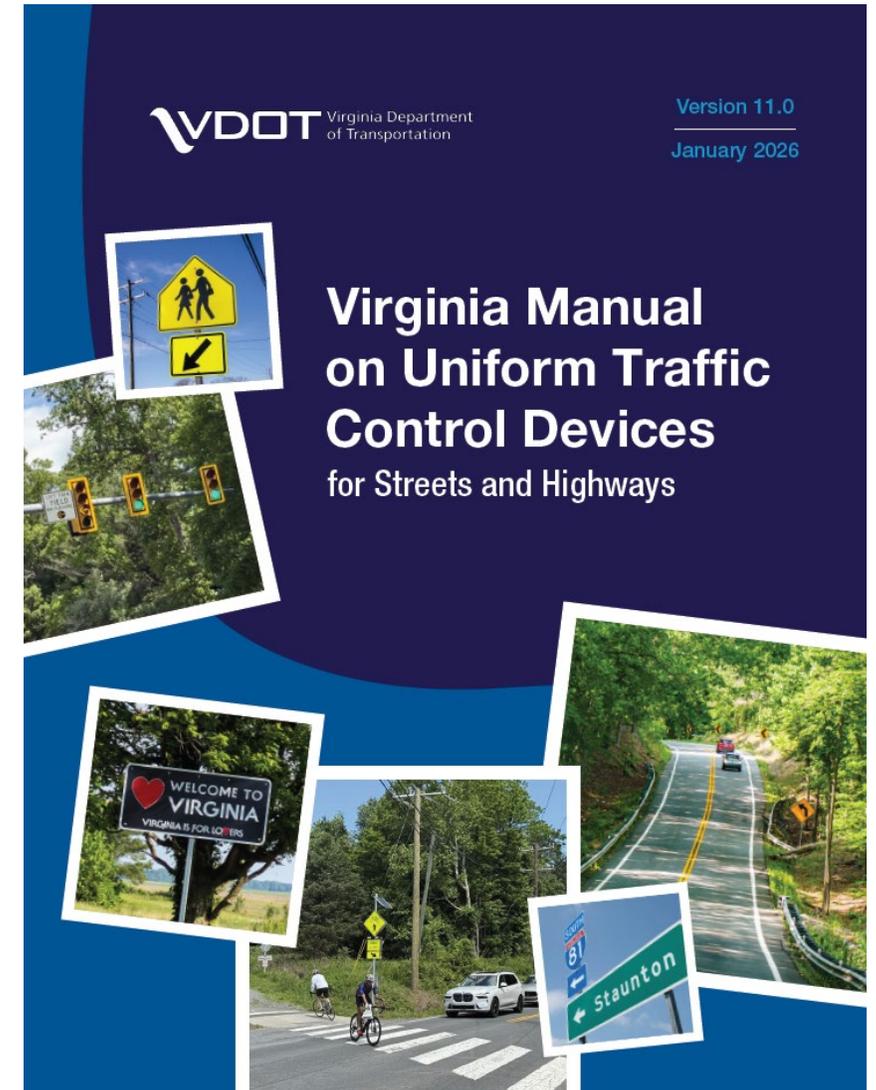
March 17th, 2026

Agenda

- **Introduction to the Virginia MUTCD**
- **Effective Dates**
- **Markings**
- **Signs**
- **Signals**
- **Work Zone**
- **Q/A**

The Virginia MUTCD?

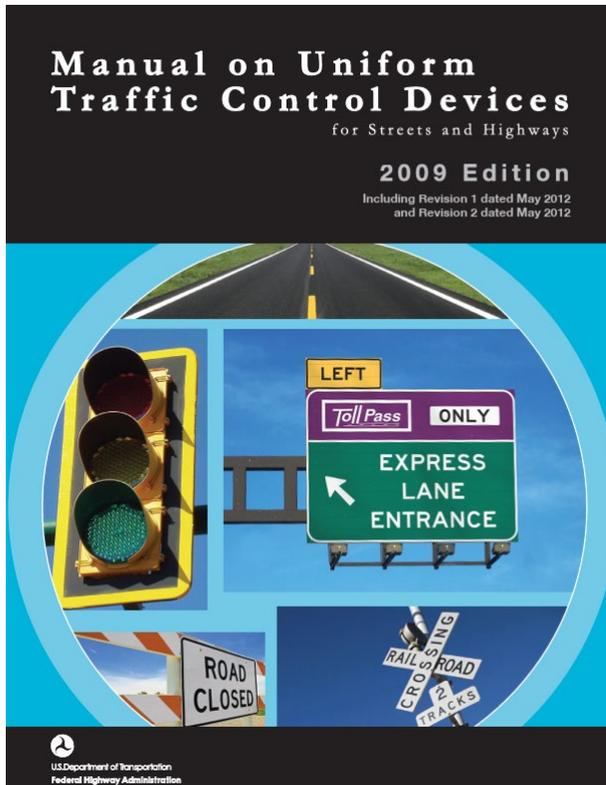
- **Standards, Guidance, and Options for the use of Traffic Control Devices in Virginia**
- **Applies to roadways owned / maintained by VDOT**
 - Localities may adopt the Virginia MUTCD or the Federal MUTCD + adjustments for Virginia Code
- **Developed by VDOT with input from stakeholders from throughout Virginia**
 - *Thank you for your input!*



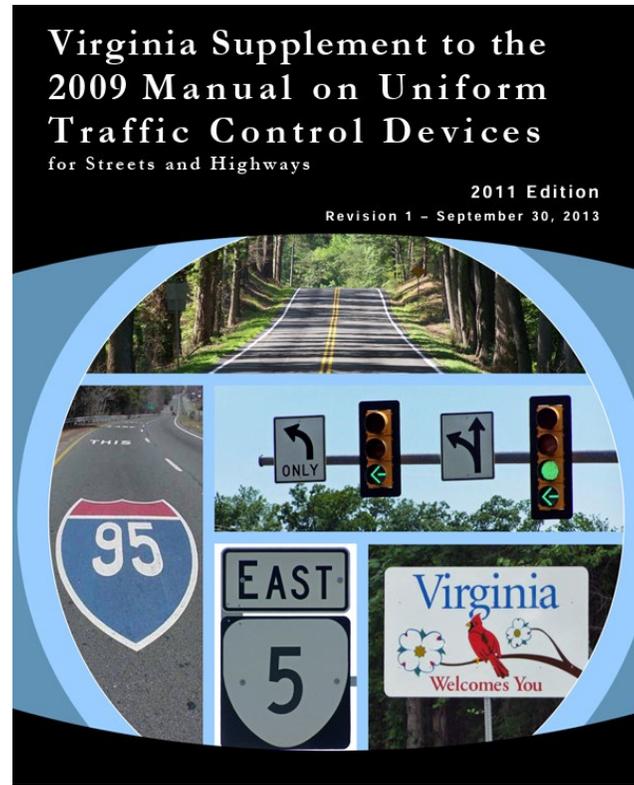
Virginia MUTCD vs. Virginia Supplement to the MUTCD

- One document instead of two!

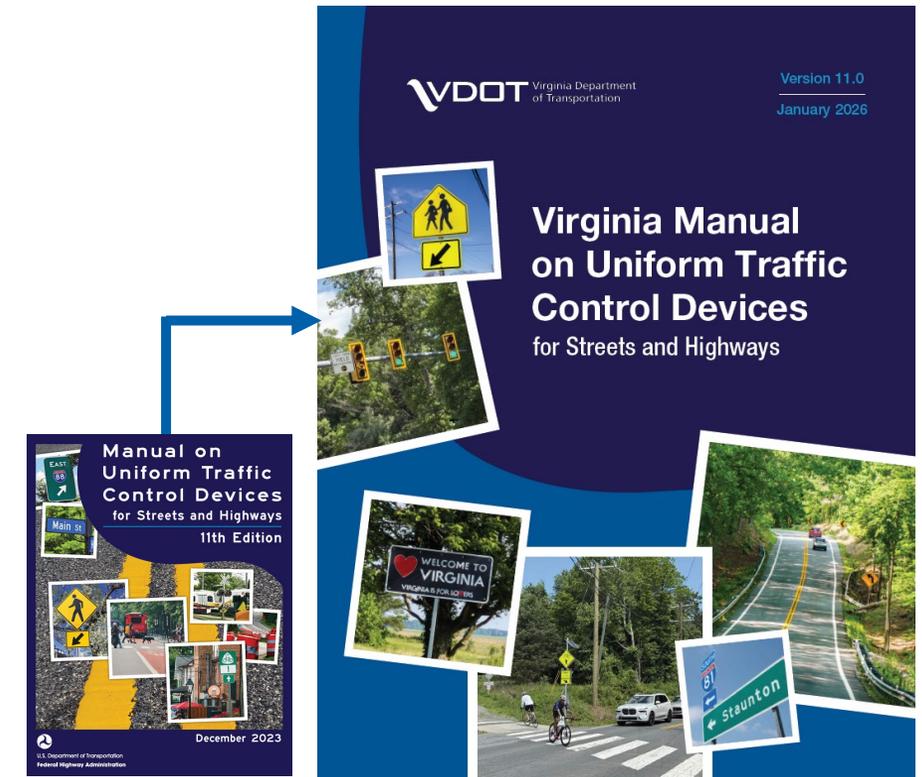
Old Traffic Control Device Content



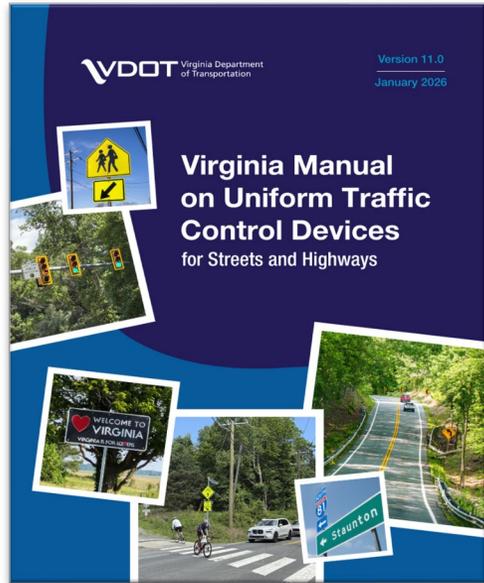
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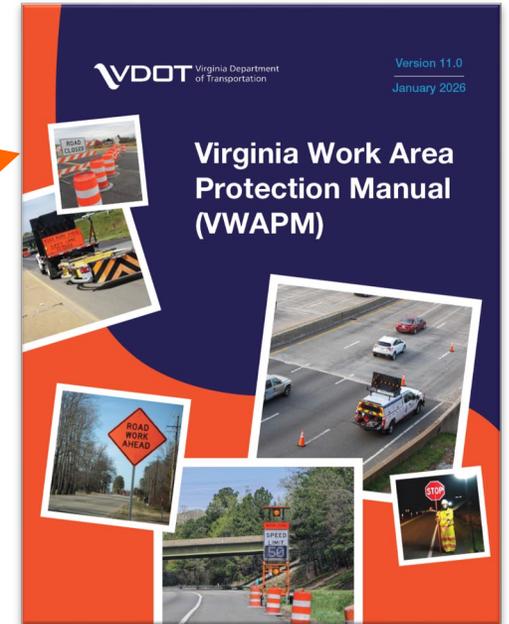
New Traffic Control Device Content



Virginia MUTCD Content



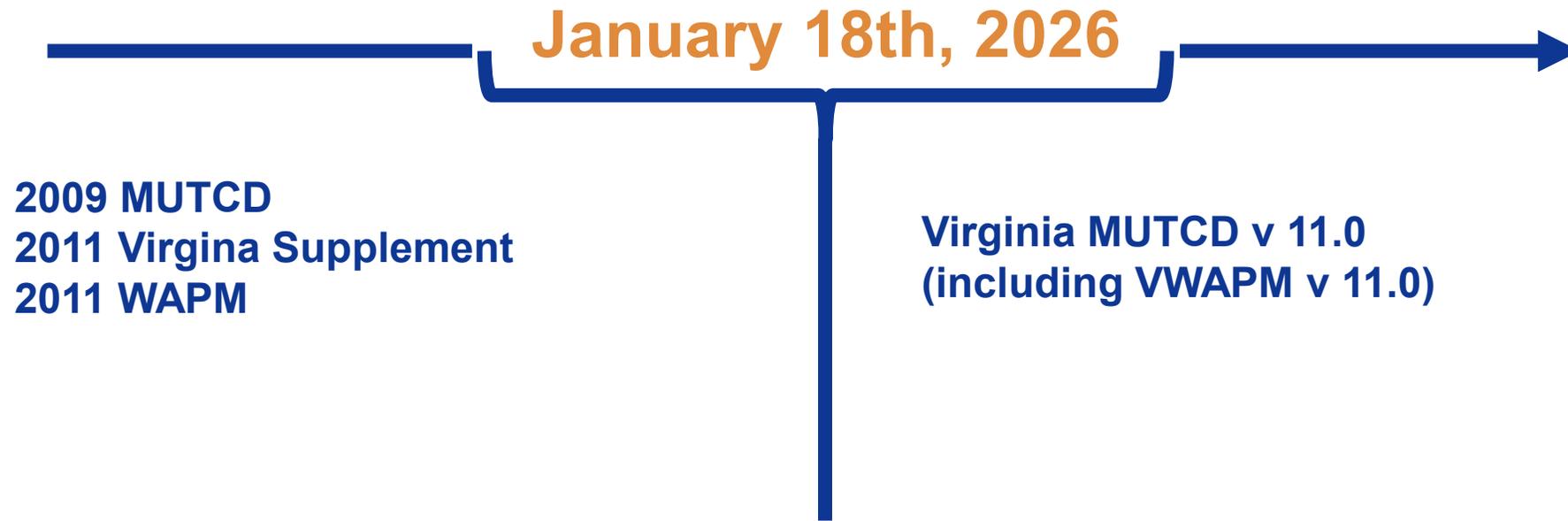
- Part 1 – General
- Part 2 – Signs
- Part 3 – Markings
- Part 4 – Signals
- Part 5 – Automated Vehicles
- **Part 6 – Temporary Traffic Control**
- Part 7 – Schools
- Part 8 – Railroad Crossings
- Part 9 – Bicycles



Virginia Work Area Protection Manual (VWAPM)

The Virginia Work Area Protection Manual (VWAPM) serves as Part 6 of the Virginia MUTCD, but is physically published separately for ease of use

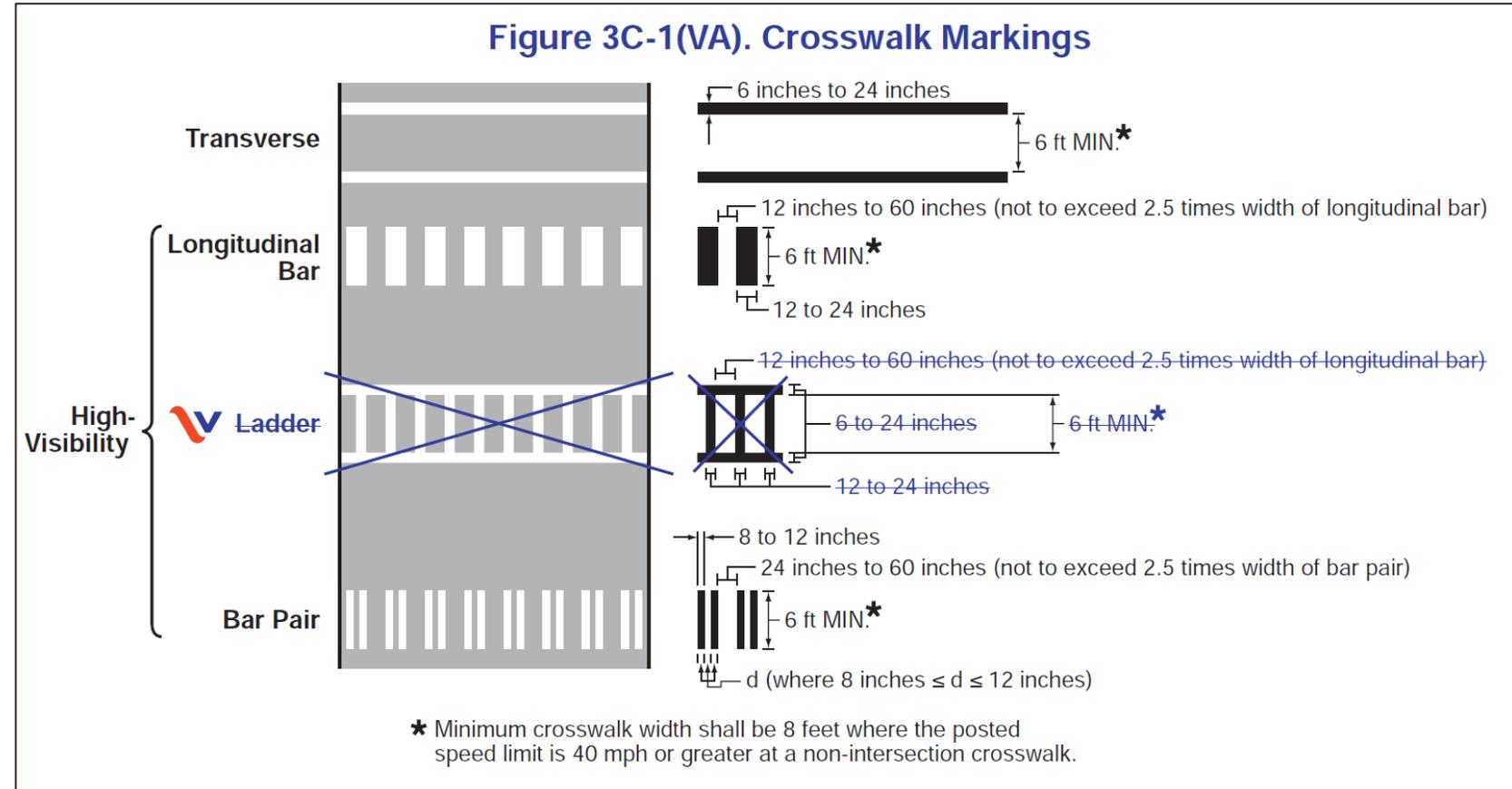
Implementation Dates



Markings

Crosswalk Markings

- Information regarding guidelines and recommendations for crosswalk markings can be found in the latest edition of VDOT's IIM-TE-384 and IIM-TOD-400.
- New requirements for use of aesthetic surface treatments in Section 3H.03.



Markings

Bicycle Lane Markings

Standard bicycle symbol (without rider) shall be used.

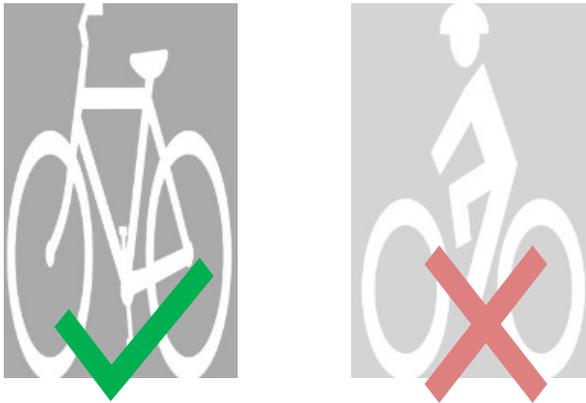
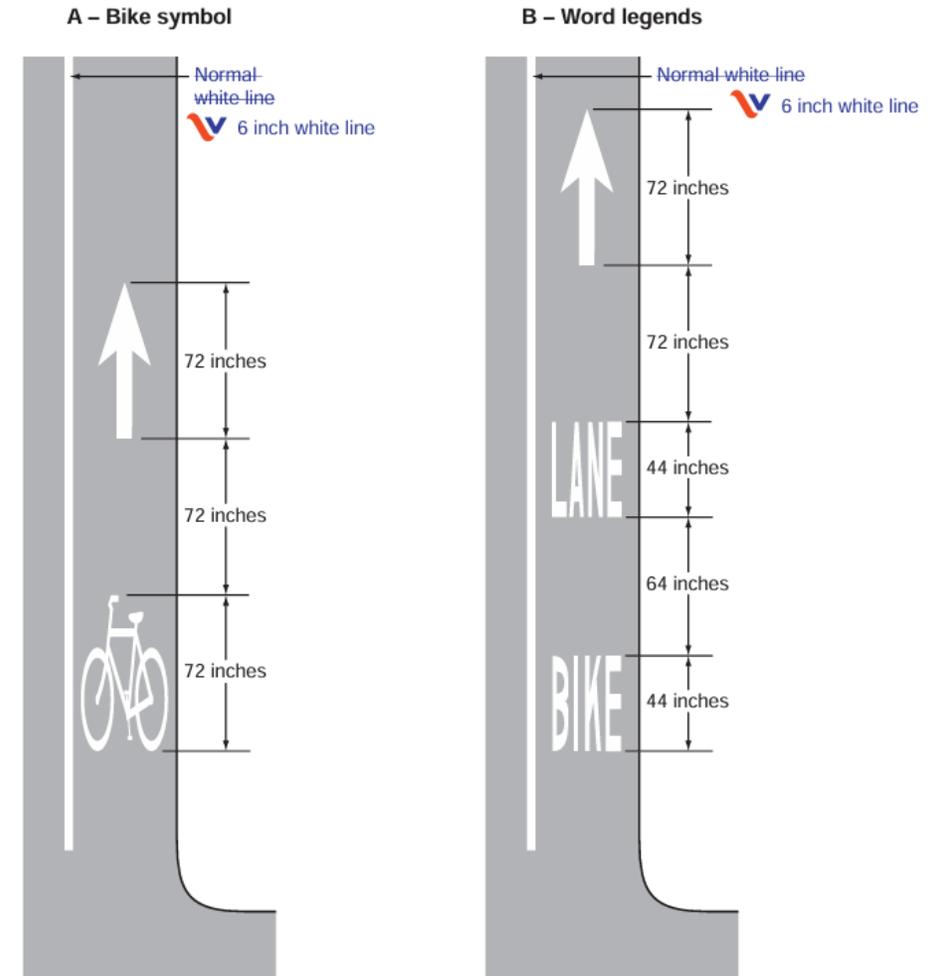


Figure 9E-1(VA). Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



Markings

Shared-Lane Marking (“Sharrows”)

Added Locations Where Shared-Lane Markings Shall NOT be used:

- On facilities where motor vehicle traffic is prohibited
- To provide wayfinding guidance to bicyclists
- As a substitute for bicycle lanes where roadway geometric conditions permit bicycle lanes to be marked
- As a substitute for the Bicycle Allowed Use of Full Lane (R9-20) sign
- To communicate a general policy statement



Markings

Shared-Lane Markings – Additional Guidance

Shared-lane markings should not be used on roadways with a speed limit of 40 mph or greater.

Engineering judgement should consider:

- Bicycle volumes
- Vehicle volumes
- Bicycle-vehicle conflicts
- Documented safety concerns

to avoid overuse of shared-lane markings, which may lessen their effectiveness.



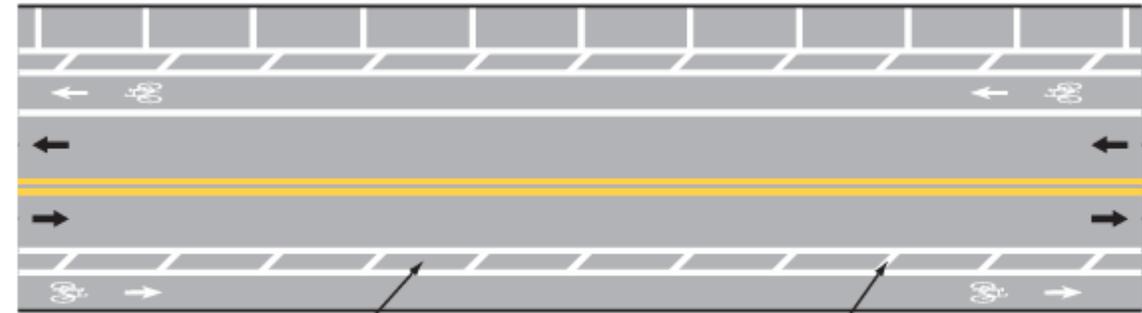
Markings

New Bicycle Facility Markings

Pavement marking provisions for bicycle facility types including:

- Buffered Bicycle Lanes
- Separated Bicycle Lanes
- Counter-Flow Bicycle Lanes

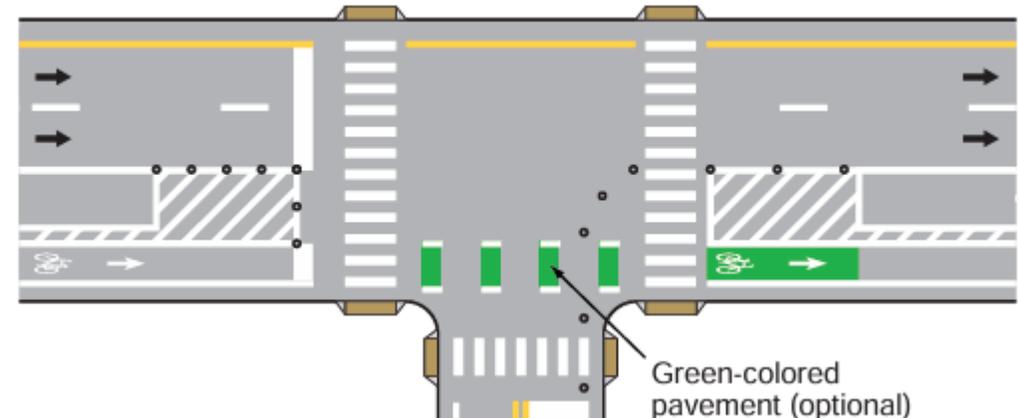
B – Buffer-separated bicycle lanes on a two-way street with on-street parking



Spacing of chevron or diagonal markings should be 10 feet or greater

For a buffer space from 2 to 3 feet wide, chevron or diagonal markings should be applied

F – Separated bicycle lane at an intersection



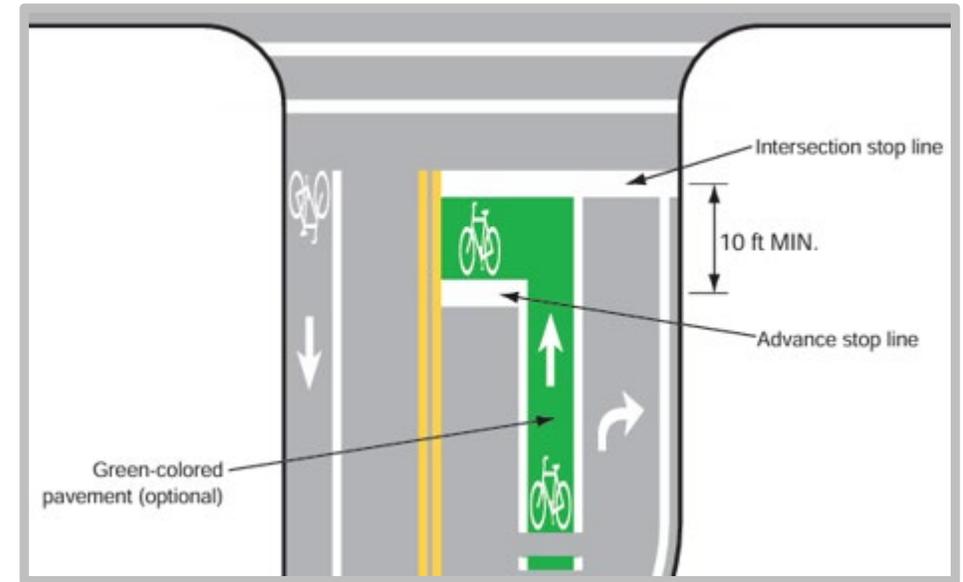
Green-colored pavement (optional)

Markings

New Bicycle Intersection Treatments

Pavement marking provisions for bicycle intersection treatments including:

- Intersection Bicycle Boxes
- Two-Stage Bicycle Turn Boxes



Markings

Green Colored Pavement for Bicycle Facilities

Use Colored Pavements Sparingly

Exception: Bicycle Turn Boxes – green is specifically recommended.

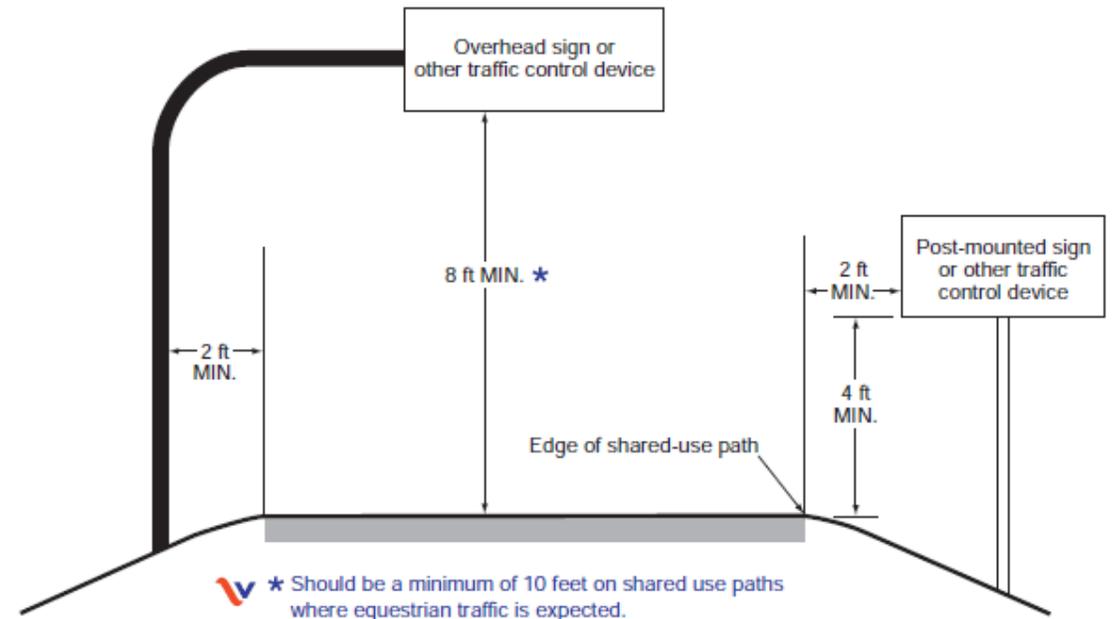
Additional guidance under development for effective use of Green Colored Pavement for Bicycle Facilities



Sign Placement on Shared-Use Paths

Sign placement should be a minimum of 10 feet on shared-use paths where equestrian traffic is expected.

Figure 9A-1(VA). Sign Placement on Shared-Use Paths



Bicycles Allowed Use of Full Lane Sign

May be used where:

- No bicycle lanes or usable shoulders, and
- Travel lanes are too narrow for side-by-side travel

Should only be used where:

- Traveled lanes are delineated (should not be used on undivided unmarked roadways)

Should not be used on roadways with a posted speed limit above 35 mph.



R9-20



R4-11

Bicycle Passing Clearance Sign

The clearance displayed on the Bicycle Passing Clearance sign shall be 3 feet per the Code of Virginia*.

Should not be used on roadways with:

- Bicycle lanes, or
- Shoulders useable for bicycle travel

Unless engineering judgment determines those facilities do not provide sufficient space for motorists to pass bicyclists with 3 ft of clearance.



R4-19

*Virginia Code § 46.2-839 requires motorists to provide at least 3 feet when passing a bicycle traveling in the same direction.

Signs

Sign Colors

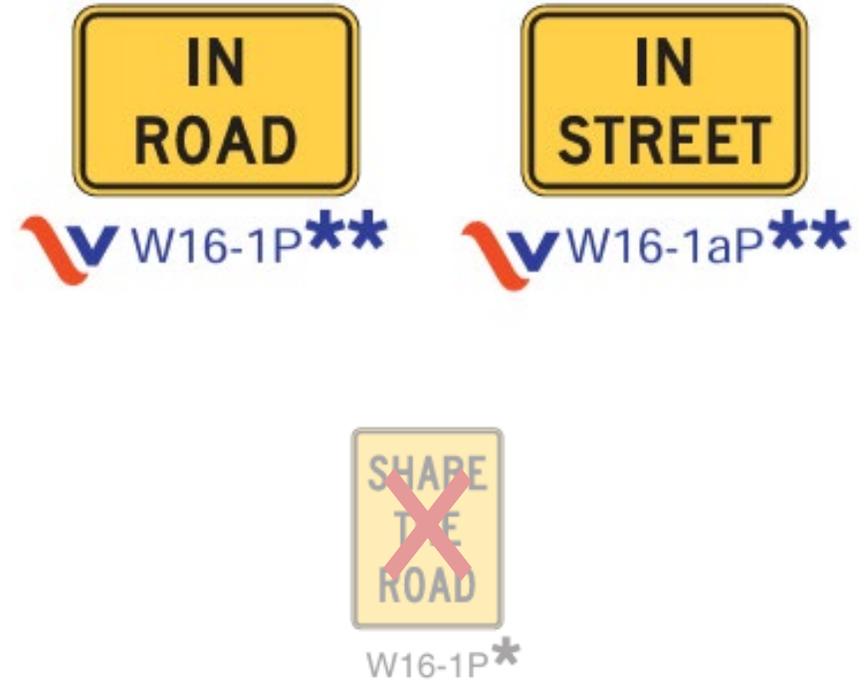
A fluorescent yellow-green background color with a black legend shall be used for Bicycle Warning and Trail Crossing signs and supplemental plaques.



 * A fluorescent yellow-green background color **may** shall be used for this sign or plaque.
** The background color of the plaque **should** shall match the color of the warning sign that it supplements.

IN ROAD and IN STREET plaques

SHARE THE ROAD plaques are no longer used with a bicycle warning sign. Instead, use the IN ROAD or IN STREET plaques with the warning sign, and match the color of that sign.



Signs

Intersection Lane Control Signs

Bicycle lanes can be shown on Intersection Lane Control Signs.

The Advance Intersection Lane Control sign face for the bicycle lane shall be limited to the relationship of the bicycle lane to the other lanes on the roadway approach.

These signs shall not display specific, supplementary information about the bicycle lanes such as:

- Bicycle lane extensions,
- Contiguous buffer spaces, or
- Other ancillary bicycle operations (two-stage turn boxes)



R3-8xa



R3-8xb



R3-8xc

US Bicycle Route Marker

**New US Bicycle Route marker in the MUTCD.
Virginia does have some US Bicycle Routes**



M1-9



M1-9

Various New Bicycle Signs

Examples of new bicycle-related signs include:

- Regulatory
- Warning
- Guide and Service



R9-21



R9-22



R10-12b



W9-5



W9-5a



D11-10e

Signals

Bicycle Signals

Bicycle signals and their associated signs shall not be used on VDOT–maintained or funded roadways unless explicitly authorized by state law.

HB 812 (Bike Signals) – Currently in GA
– Passed House and Senate



Work Zone

6K.02 Pedestrian Channelizing Devices

- MUTCD has several changes on detection plate and hand-trailing edge requirements. Both shall be in the same vertical plane
- When closing sidewalks, the pedestrian channelizing device [not Type 3 barricades] shall cover the entire sidewalk width
- Shall have retroreflective sheeting when visible to traffic



6N.04 Work Affecting Bike and Pedestrian Facilities

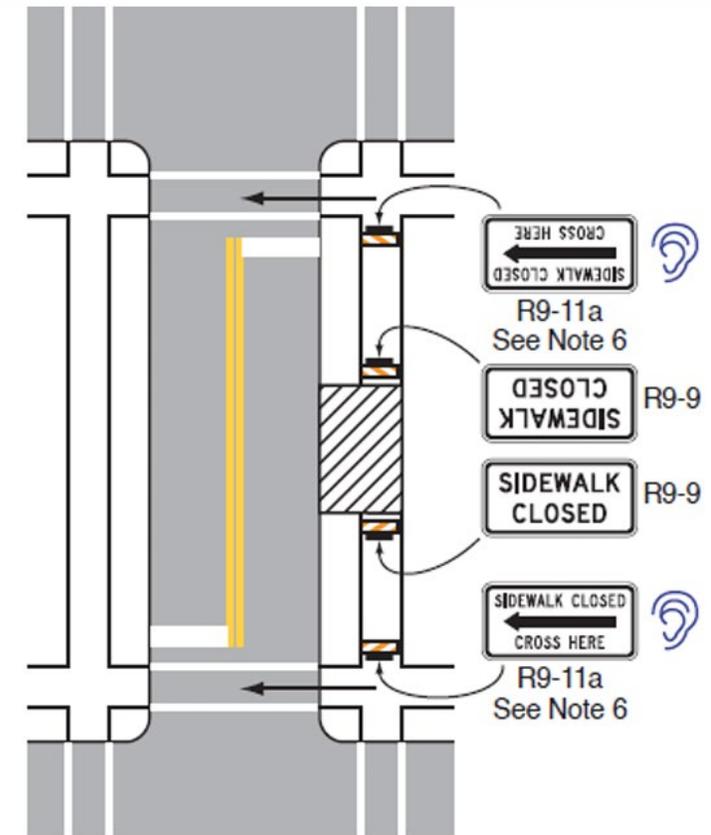
- Bikeways should be maintained, or if a detour is necessary, it should be as short as practical
 - Bicyclists should not be directed onto sidewalks
 - In some cases, a full bike detour plan should be developed
 - On shared-use paths, the minimum sign size shall be as per Virginia MUTCD Table 9A-1
-
- W21-5b and W21-V12 signs should be used except for transient, short-term, and mobile operations



TTC-35.0 Sidewalk Closures and Diversions

- Temporary Audible Information Devices (TAIDs) shall be used in conjunction with “Sidewalk Closed Cross Here” signs (denoted with ear symbol 🗣️)

“Attention pedestrians. You are at the southeast corner of Broad & 13th. The Broad St sidewalk is closed ahead for 100 feet. Cross here to your left, and continue on other side of Broad St.”



What's Next?

- **Virginia MUTCD and VWAPM are available on VDOT's website**
 - List of Known Errors (not contractually binding)
 - Updated Instructional and Informational Memoranda (IIMs)
 - Training webinar and slides
- **Virginia Standard Highway Signs electronic library**
- **Updated VDOT Road and Bridge Standard Drawings**
- **Virginia MUTCD version 11.1**

Questions

Send us your questions

Submit questions to

VirginiaMUTCD@vdot.virginia.gov

or

WorkZoneSafety@vdot.virginia.gov