

Goochland County:
Courthouse Village -
Bicycle Plan Implementation
Strategies

June 30, 2005

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Ashland
Counties of
Charles City
Chesterfield
Goochland
Hanover
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Richmond Regional Planning District Commission

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Introduction: Biking in Goochland Courthouse Village

Goochland Courthouse Village is a place where people can walk and bicycle between jobs, housing, recreational activities, and school destinations. In a large county with a small population, the village's relative compactness represents a great opportunity for bicycle transportation and recreation.

Many economic, social, and health benefits can result from making Courthouse Village more accessible and safer for cyclists. An office worker on a lunch break could pedal to the library to pick up a video, then to a restaurant to grab a sandwich, and to the supermarket to shop for a few groceries. In the process, the errand runner would get exercise, contribute to better air quality, and people the streets in a way that brings life to the village.

The village is also big enough for families or individuals to bicycle for recreation. It begins at the James River and extends north to the farm fields on Sandy Hook Road. With the development of better bicycle paths and future parks, the village could be a destination for county residents to bicycle on a pleasant Saturday morning.



Figure 1: Picnic area at J. Sargeant Reynolds Community College, next to lake and ball fields.

Goochland's comprehensive plan, adopted in 2003, recognizes the potential in the village for bicycling and includes the location of future bike routes. Many of the routes in the comprehensive plan are mapped on existing roads that are not yet safe for most bicyclists. Other routes are recommended for future roads and off-road trails.

This report examines current plans, existing conditions for bicyclists in the village, and types of bicyclists and bicycle facilities*. It concludes with a list of recommended strategies for implementing a safe bicycle network in Courthouse Village based on the routes shown in the comprehensive plan.

*Bicycle facilities are anything that a rider would use, such as an extra wide lane, a bike path, or a bike rack.

The Future: Bicycle Plans and Policy

In recent years, state and regional policies have evolved to recognize the importance of non-motorized forms of transportation within the overall transportation network. Recent local and regional plans with specific relevance to Courthouse Village and the state's policy on bicycle and pedestrian accommodations are discussed below.

The Proposed Local Network:

The county's comprehensive plan, *Goochland 2023, Comprehensive Plan for Goochland County, Virginia*, adopted in March 2003, lays out a vision for the direction of future growth within the county. The comprehensive plan recommends land uses and transportation networks for Courthouse Village. The village's Future Land Use Map shows the desired location of bicycle/pedestrian facilities within the village. (See Map #1 on the next page.) The recommended bicycle/pedestrian routes follow existing and future roads and future multi-use trails. Comprehensive plan strategies for pedestrian and bicycle facilities within the village include a.) improving existing facilities b.) assuring that new roads accommodate bicyclists c.) providing a linear park from the courthouse complex to Hidden Rock Park for recreational uses.

The Regional Network:

A final draft plan of *The Richmond Regional Bicycle and Pedestrian Plan* was completed in 2004. The plan's strategies with relevance to Goochland County include recommendations to a.) establish bicycle touring routes as part of a regional network b.) develop demonstration projects to raise visibility of bicycling as an important mode of transportation c.) amend the comprehensive plan with specific statements that support improvements to bicycle and pedestrian mobility and d.) include high priority bicycle-related improvements in the local government's annual budget. The regional plan map contains proposed bicycle touring routes that crisscross Goochland's Courthouse Village connecting it to surrounding counties along River Road West, Maidens Road, Sandy Hook Road, and Fairground Road.

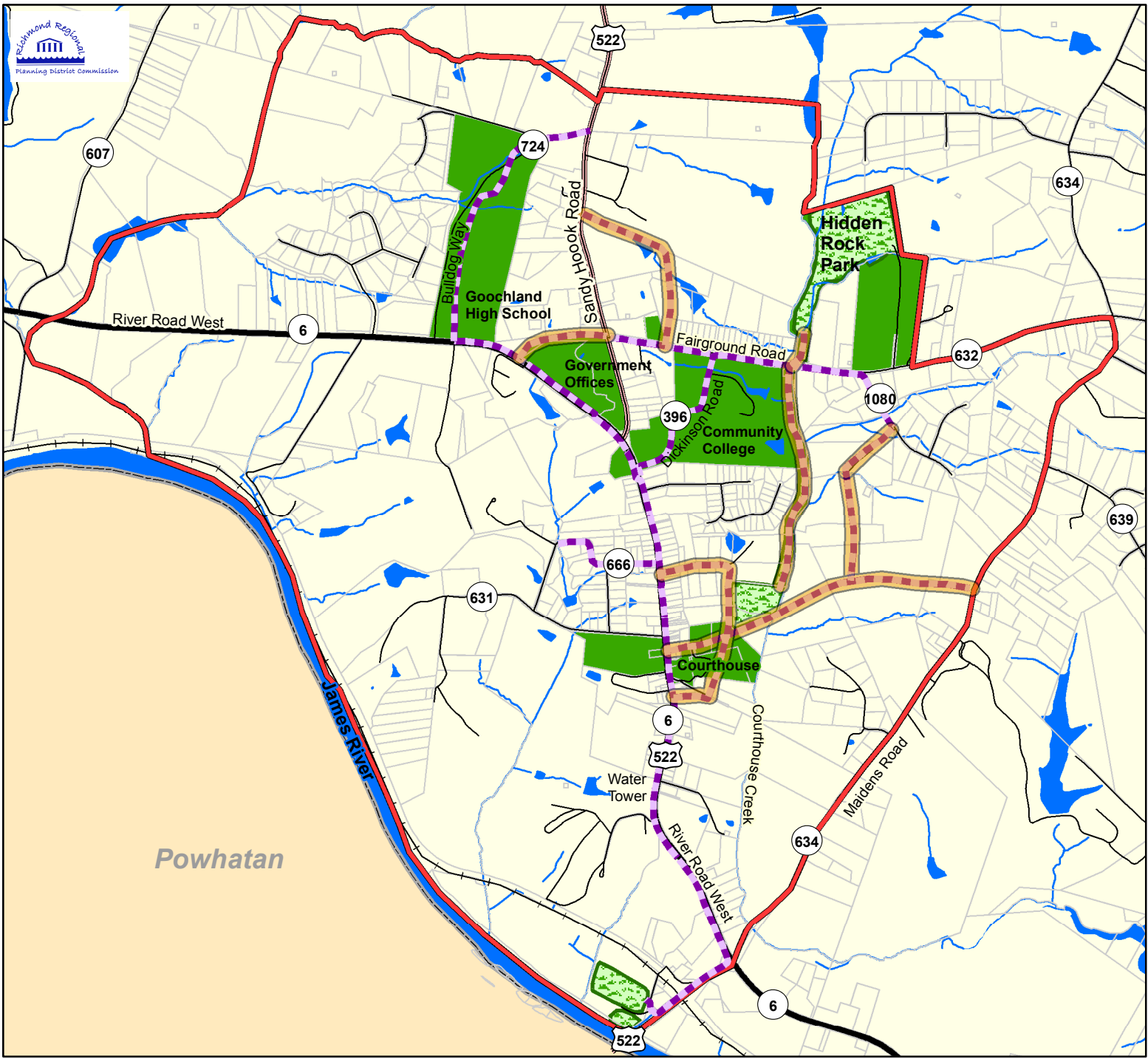
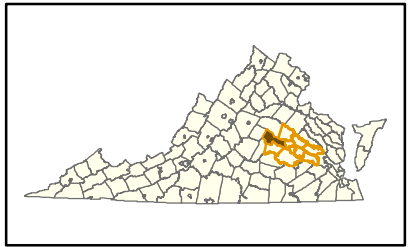
The State's Role:

In 2004, the Commonwealth Transportation Board (CTB) declared that the Virginia Department of Transportation (VDOT) "will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking." The document known as the *Policy for Integrating Bicycle and Pedestrian Accommodations* is important because VDOT is ultimately responsible for the construction and maintenance of all public roads in Goochland. (See the full document in Appendix A.)

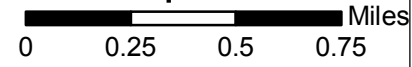


Map 1 Courthouse Village Bicycle Facilities and Open Space

From "Goochland 2023"
Future Land Use



- Future Transportation
- Village Boundary
- Bicycle/Pedestrian Facilities
- Recreation/Open Space
- Future Park
- Parcel
- U.S. Highway
- State Highway
- Secondary Road
- Stream
- Waterbody



Source: Goochland County, 2003 (Comprehensive Plan)
Goochland County, 2005
Richmond Regional Planning District Commission, 2005
Created By: Richmond Regional PDC, June 2005

Recent Plans:

In 2005, the county is developing the *Goochland Major Thoroughfare Plan*. It is being developed to guide road improvements in the short- and long-term. A table in the plan will list road segments, intersections, and bridges in need of improvement for a more efficient transportation network.

Three other plans for the Courthouse area focused on land use and transportation. In 2003, the *Goochland County Courthouse Improvement Phase III Transportation Enhancement Grant Application* was prepared by the Richmond Regional Planning District Commission at the county's request to apply for funds to install historic streetlights along sidewalks in the central village area around the courthouse in order to improve pedestrian safety. The county was successful in securing funds for pedestrian amenities and the streetlights, shown in Figure 2 below.

In 2001, at the request of the county, (RRPDC) staff drafted the *Courthouse Village Plan*. This plan made recommendations for road improvements, the location of future land uses, and water and sewer facilities. Some of the recommendations were incorporated into the county's comprehensive plan. In 2000, the RRPDC drafted the *Courthouse Village Square Assessment of Circulation*, an update to an earlier study of utilities, community facilities, and transportation.



Figure 2: River Road West (Route 522/6) in central courthouse area, looking north. Note the wide outside lane, frequent curb cuts, streetlights, and sidewalks.

Bicycle Facilities and User Groups

When planning the bicycle network, Goochland County will need to consider the types of facilities that would be used. The *Virginia Bicycle Facility Resource Guide*, published in 2002 by VDOT, describes the bicycle planning process as well as many specifics regarding the types of users and the types of facilities recommended for urban, suburban, and rural environments. The book offers detailed descriptions of facilities and Best Practices. The facility types and user groups described below are important pieces in planning a bicycle network for Goochland Courthouse Village.

FACILITY TYPES (from *Virginia Bicycle Facility Resource Guide*, Virginia Department of Transportation, VDOT, 2002)

Shared Use Path = A bikeway physically separated from motorized vehicular traffic by an open space or barrier.

Bike Lane = A portion of roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Wide Outside Lane = a wide outside travel lane shared by bicyclists and motorists. Wide outside lanes have no stripes to delineate a separate lane for bicycles.

Shoulder Improvements = Roadways with adequate shoulder widths can reduce the amount of interaction between bicyclists and motorists. Where it is intended that bicyclists operate on the roadway shoulders, paved shoulders need to be uniform, smooth, and well-maintained.

USER GROUPS (from *Guide for the Development of Bicycle Facilities* by American Association of State Highway and Transportation Officials, AASHTO, 1999)

Group A = Advanced or experienced riders are generally using their bicycles as they would a motor vehicle. They are riding for convenience and speed and want direct access to destinations with a minimum of detour or delay.

Group B = Basic or less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy overtaking by faster motor vehicles.

Group C = Children, riding on their own or with their parents, may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores, and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane or major arterials.

Courthouse Village: Bicycle Routes on Existing Roads

Improving safety for bicyclists within Courthouse Village is crucial for the creation of a viable and popular network of bicycle facilities. In some cases, relatively minor roadway improvements such as “Share the Road” signage and speed limit reductions may be sufficient. In others, the creation of a shared use path or bike lane may be necessary due to the amount of vehicular traffic or the existing road design. This section examines conditions of existing roads which are recommended in the comprehensive plan for bicycle facilities.

Courthouse Village is a governmental and commercial center within the county. It is characterized more by the level of employment than by the number of inhabitants. There are less than a thousand people living in the village, but the correctional center, schools, government offices, and businesses bring more people to the village daily, as employees, students, and customers. Because the village is a designated growth area within the county and a large amount of undeveloped land remains within the village, residential uses will likely increase over time.

Existing conditions:

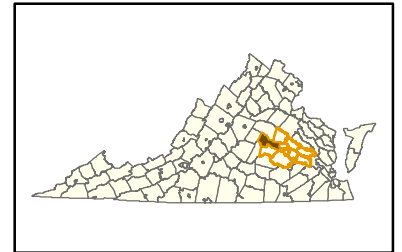
Most of the existing roads identified in the bicycle plan are not safe for any but the most confident rider; this would be the advanced “A” type user group described on the previous page. All of the identified roads are two-lane. Of the nine existing segments of road in the bicycle plan, only one has a wide lane or shoulder that can accommodate cyclists. In Table 1 below, Segment #1 - #9 represent existing roads and conditions, and #10 – #15 are for future roads and trails identified in the comprehensive plan. The table below shows the distance, current speed limit, and right-of-way width for the roads identified in the plan. Map #2 shows the location of these recommended bike facilities.

Table 1: "Goochland 2023" Comprehensive Plan Bicycle and Pedestrian Facilities						
Segment Number	Route Number	Road Name	Segment Location	Segment Length(ft)	Speed Limit(mph)	VDOT R-O-W(ft)
1	522	Maidens Road	James River to 6	1580	55	120 -150
2	6/522	River Road West	634 to water tower	3460	45	80 -100
3	6/522	River Road West	Water tower to 522	5960	35	60 - 90
4	6	River Road West	522 to 724	3700	55	100+
5	666	Gathright Drive	522/6 to 666	1990	25	50
6	396	Dickinson Road	632 to 522/6	2670	30	25
7	724	Bulldog Way	6 to 522	4890	40	unknown
8	1080	Greenbriar Branch	632 to future road	1000	25	50
9	632	Fairground Road	1080 to Rt 522	4410	45	55 - 85
10*	632 ext	Road	522 to 6	1670		
11*		Road	522 to 632	3160		
12*		Road/Trail	522/6 to 522/6	4010		
13*		Road	522/6 to 634	5510		
14*		Road	#13 to 1080	2970		
15*		Trail	#13 to 632	4410		

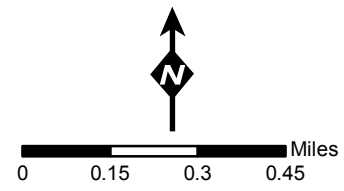
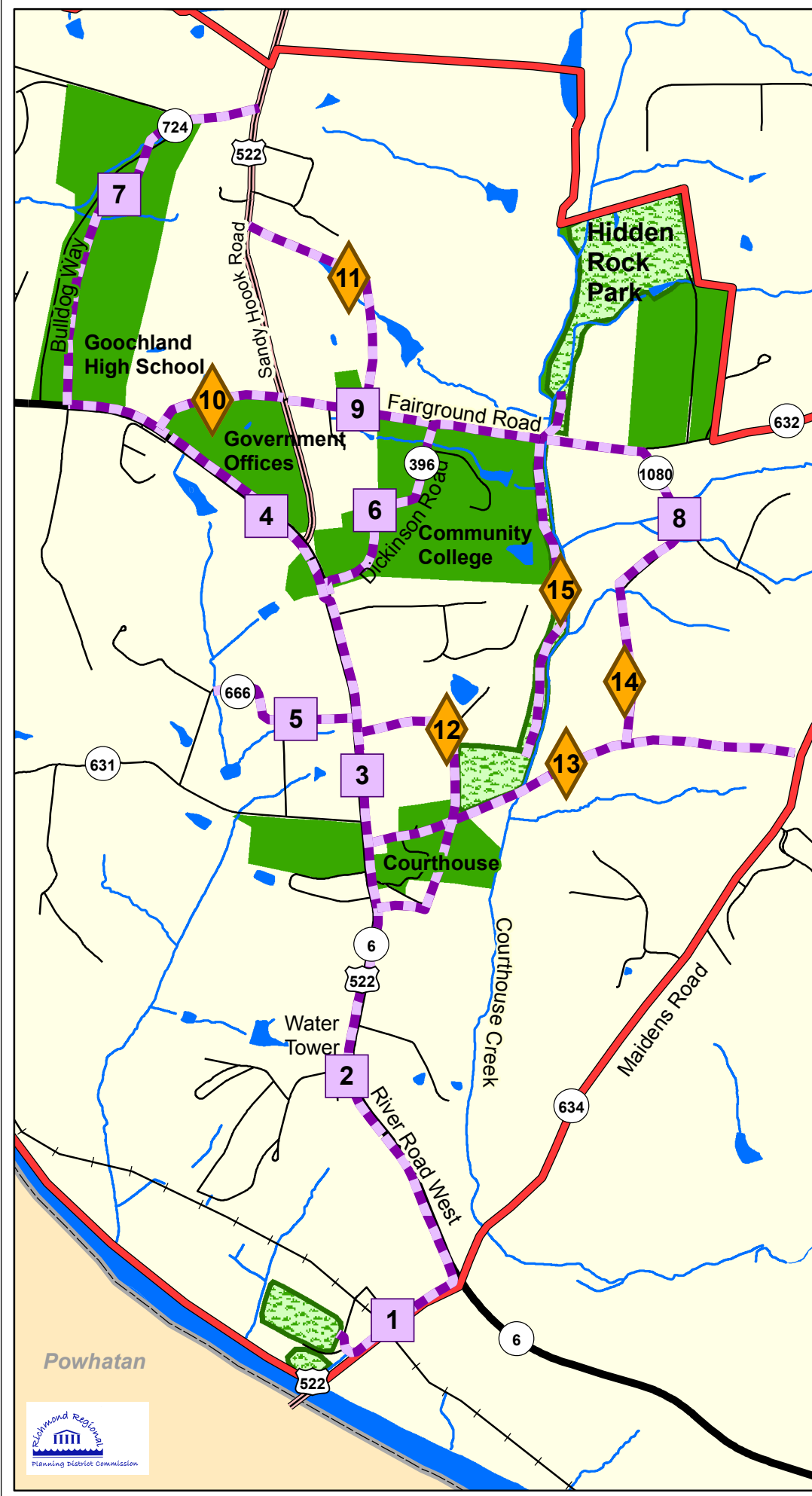
*Speed limits and right-of-way widths are not shown because these segments are conceptual.

Map 2 Courthouse Village Bicycle Facility Segments

Based on
"Goochland 2023"
Comprehensive Plan



- # Bicycle Facility Segment Number (Existing Roads)
- # Bicycle Facility Segment Number (Future Transportation)
- Village Boundary
- Bicycle/Pedestrian Facilities
- Recreation/Open Space
- Future Park
- U.S. Highway
- State Highway
- Secondary Road
- Stream
- Waterbody



Source: Goochland County, 2003 (Comprehensive Plan)
Goochland County, 2005
Richmond Regional Planning District Commission, 2005
Created By: Richmond Regional PDC, June 2005



River Road West and Maidens Road (Segments #1 - #4)

Route 6 (River Road West) and Route 522 (Maidens Road) are in the state's primary system of roads. These roads from the James River through Courthouse Village are two-lane and have high levels of vehicular traffic and generally high speeds. With the exception of the segment through the central area of Courthouse Village, there are no bike lanes, shoulders or off-roadway segments for cyclists.

River Road West (Segment #3) through the central part of the village has a wide outside lane (as shown in Figure 3). The speed limit is 35 miles per hour. While conditions are not ideal for cyclists along this 6000 foot section, it is possible to travel outside of the main travel lane. Making a left-hand turn can be difficult for riders; the uneven pavement between the road and curb and gutters and the number of drive-ways accessing this section can also make travel somewhat hazardous.



Figure 3: River Road West (Route 522/6) in central courthouse area.

Residential Secondary Roads (Segment #5 and #8)

Two road segments, #5 and #8, are located on streets with little vehicular traffic and would not appear to need safety improvements. Gathright Drive and Greenbriar Branch Road are located in residential subdivisions. These roads may provide connections to future recreational facilities or residential development.

**Dickinson Road / J. Sargeant Reynolds Community College (Segment #6)
Bulldog Way / Goochland High School (Segment #7)**

There are two new roads in Courthouse Village. Bulldog Way (Route 724) serves the new high school and runs between River Road West (Route 6) and Sandy Hook Road (Route 522). The road provides access to the high school and a new subdivision near Sandy Hook Road. It is narrow, with a 40 miles per hour speed limit and with no shoulder lane for cyclists.



Figure 4: Bulldog Way (Route 724) was built in 2004. Goochland High School is on the right.

Also, Dickinson Road (Route 396) connects the central part of the village with the community college campus and Fairgrounds Road. The speed limit is 30 miles per hour. The right-of-way is approximately 25 feet wide. Land fronting the road from Route 6 to Route 632, which is approximately a half mile in length, is state-owned.

Fairground Road (Segment #9)

Fairground Road is an important corridor linking Goochland Courthouse Village with Route 250 and Interstate 64. The road is two lanes without paved shoulders and the speed limit is 45 to 55 miles per hour within the designated village area.



Figure 5: Fairground Road (Route 632), looking east from Route 522, provides road connection to Interstate 64 from Courthouse Village.

Future Transportation Routes with Bicycle Facilities

In addition to the proposed bicycle/pedestrian facilities shown on existing roads, the comprehensive plan also includes “Future Transportation” routes on the future land use map for Courthouse Village. These future roads and trails have been described as Segments #10 - #15 in Table 1 and do not yet include speed limit or right-of-way width information. These future routes would serve to connect existing roads and loop around developed areas. Bulldog Way, next to the high school, was labeled as “Future Transportation” with bicycle facilities but has been constructed without bicycle facilities since the plan was adopted.

There is no short-term plan to construct any of the other future transportation routes. The future linear park along Courthouse Creek is Segment #15 and would not include a road.



Figure 6:
Fairgrounds
Road (Route
632), left, joins
Sandy Hook
Road (Route
522). This is
the location of
the eastern
end of
Segment #10,
future Route
632 extended.

Cost Estimates for Bicycle Facilities

The Virginia Department of Transportation included cost estimates for bike lanes and lane striping in its Highway Safety Improvement Program FY 2005-2006 report based on figures from 2003. At that time, VDOT estimated that the average cost for four-foot paved shoulders was \$87,000 per mile for each side of the road. The cost is much higher if curb and gutters are included. Table 2 on the following page gives these cost estimates and others for bike lanes, lane striping, and bicycle signage. Since 2003, construction costs have increased for material such as steel and asphalt; in addition, costs associated with land acquisition have increased. These figures do not include land acquisition and are for reference purposes only.

Table 2: Cost Estimates for Bicycle Facilities	
Construction/striping/signs	Cost
Paved shoulders (4' on each side)	\$87,000 per mile (5,280 feet)
Bike lanes (4' on each side w/ curb and gutter)	\$320,000 per mile
Bike lanes (5' on each side w/ mountable curb)	\$340,000 per mile
Bike lane striping*	\$1,000 per mile
Bike symbol on pavement	\$120 each
Bike lane symbol	\$120 each
Arrow symbol for bike lane	\$85 each
Marked crosswalks (pavement line 4")	\$1 per linear foot
Bike crossing sign (30"x30")	\$238 each
Bike lane ahead sign (12"x18")	\$110 each
Bike route sign (18"x24")	\$151 each

Source: 2003 Virginia Department of Transportation (VDOT) estimates include - ed in "Highway Safety Improvement Program FY 2006-07" Appendix D

Bicycle Plan Implementation Strategies

Community support for improved bicycle facilities is key to creating a safe network within Courthouse Village. The following recommendations are made with the understanding that timing will depend on the interest of the community and their public officials in advancing a county bicycle program.

Public Involvement and Education

Create citizen advisory group to increase public involvement and to work with county officials on bicycle facilities within the village. A citizens' group working with county staff can take a lead in recommending priorities for short- and long-term plans.

Educate county residents on bicycle safety. Bicycle safety education should be part of any new program and should be county-wide. Instruction for children can be through schools, recreation centers, and youth groups. Some communities have a "Bicycle Safety Day" or bike safety rodeos to involve and educate riders of all ages in the community.

Zoning and Subdivision Ordinances

Make provisions through zoning ordinances to assure that convenient bicycle parking is available at new construction within the village. Providing bicycle parking at businesses and public facilities will encourage bicycling in the community. Also, designated parking will discourage cyclists from locking their bikes to railings, trees, or fences.

Make provisions through subdivision and zoning regulations to require bicycle facilities such as bicycle lanes adjacent to new commercial and residential development. These could include sufficient right-of-way for future bicycle facilities.

Ensure that new and improved roads comply with Access Management section of subdivision ordinance. Limiting access points along bike routes contributes to safety of cyclists because of fewer potential conflict areas.

Bicycle Amenities

Provide bicycle parking demonstration projects at government offices and at schools. By showing that bicyclists are welcome, the county can demonstrate that non-motorized forms of transportation are encouraged.

Develop route maps with community information and bike safety tips. As the bicycle network develops, maps showing routes between recreational, school, and other public facilities may help promote bicycling and tourism.

Improvements

Prioritize improvements along existing roads. The county with the participation of a citizen advisory group should consider costs and potential uses of bicycle facilities such as striping, signage, additional shoulders, or lanes based on the potential level of bicycle use. One strategy would be to advance a project that will have the largest impact for the lowest cost.

Build a high-profile shared use path or other demonstration project. There are a number of potential locations for such a path which could include use for walkers and joggers; sections could be paved or unpaved. County-owned or state-owned land is available and would significantly reduce cost of land acquisition and construction. Recommended segments for a demonstration project include the following:

- Segment #4 from the new government office by the elementary school extending up to the high school. (3700 feet)
- Segment #6 Dickinson Road and along part of #9 on Fairground Road to Hidden Park, crossing in the vicinity of the creek. (4000 feet)
- Segment #15 the future linear park as described in the comprehensive plan. (4400 – 5000 feet)

Include bicycle facilities in any changes to existing roadways. For example, if any road in Courthouse Village is changed or widened, bicycle accommodations such as bike lane striping should be considered. When turn lanes and/or traffic signals are added to existing roads, bicycles should be accommodated.

Include bicycle facilities in all new road or transportation projects within the village. The County can accept proffered improvements in rezoning cases. Entrances, crossings, traffic signals and lanes, shoulders, or shared use paths should be engineered to provide safe bicycle routes on new transportation facilities as the village grows. Crosswalks should be marked at road intersections.

Funding Sources

Transportation Enhancement Program provides federal money for paved shoulders, bicycle paths, bike lanes, bicycle lockers, and racks. Grant money can also be used for educational materials, safety campaigns, and training. Tentative deadline for applications in 2005 is November 1.

VDOT's *Highway Construction Program* provides funding for preliminary engineering, right-of-way acquisition, and the construction of bicycle facilities on highway projects. No local match funds are needed for projects on primary and secondary system roads. Bicycle facilities on improved and new roads may be eligible for this type of funding.

VDOT's *Recreation Access Program* provides funding for access to public recreational facilities operated by a state agency or locality. Only a local governing body can apply for this funding. A bicycle trail to Hidden Park or access to the future Courthouse Creek linear park may be eligible for these funds.

VDOT's *Revenue Sharing Program* provides additional funding to improve or maintain primary or secondary roadways within a county. For example, in the case of a roadway widening where bike lanes are included, depending upon eligibility under program guidelines, the county may get a 50% match from the state.

The *Virginia Recreational Trails Fund Program* provides funding to construct and maintain recreational trails. It is administered through the Department of Conservation and Recreation (DCR). The future Courthouse Creek linear park trail may be eligible for this type of funding.

The *National Scenic Byways Program* supports projects such as the construction of a bicycle or pedestrian facility along a scenic byway. Safety improvements to prevent crashes with bicyclists or pedestrians are also eligible for funding. Route 6 through Goochland county, including the central courthouse area, is a designated Virginia Scenic Byway and may be eligible for this funding.

APPENDIX A

1. Introduction

Bicycling and walking are fundamental travel modes and integral components of an efficient transportation network. Appropriate bicycle and pedestrian accommodations provide the public, including the disabled community, with access to the transportation network; connectivity with other modes of transportation; and independent mobility regardless of age, physical constraints, or income. Effective bicycle and pedestrian accommodations enhance the quality of life and health, strengthen communities, increase safety for all highway users, reduce congestion, and can benefit the environment. Bicycling and walking are successfully accommodated when travel by these modes is efficient, safe, and comfortable for the public. A strategic approach will consistently incorporate the consideration and provision of bicycling and walking accommodations into the decision-making process for Virginia's transportation network.

2. Purpose

This policy provides the framework through which the Virginia Department of Transportation will accommodate bicyclists and pedestrians, including pedestrians with disabilities, along with motorized transportation modes in the planning, funding, design, construction, operation, and maintenance of Virginia's transportation network to achieve a safe, effective, and balanced multimodal transportation system.

For the purposes of this policy, an accommodation is defined as any facility, design feature, operational change, or maintenance activity that improves the environment in which bicyclists and pedestrians travel. Examples of such accommodations include the provision of bike lanes, sidewalks, and signs; the installation of curb extensions for traffic calming; and the addition of paved shoulders.

3. Project Development

The Virginia Department of Transportation (VDOT) will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking. Factors that support the need to provide bicycle and pedestrian accommodations include, but are not limited to, the following:

- project is identified in an adopted transportation or related plan
- project accommodates existing and future bicycle and pedestrian use
- project improves or maintains safety for all users
- project provides a connection to public transportation services and facilities
- project serves areas or population groups with limited transportation options
- project provides a connection to bicycling and walking trip generators such as employment, education, retail, recreation, and residential centers and public facilities
- project is identified in a Safe Routes to School program or provides a connection to a school
- project provides a regional connection or is of regional or state significance
- project provides a link to other bicycle and pedestrian accommodations

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- project provides a connection to traverse natural or man-made barriers
- project provides a tourism or economic development opportunity

Project development for bicycle and pedestrian accommodations will follow VDOT's project programming and scheduling process and concurrent engineering process. VDOT will encourage the participation of localities in concurrent engineering activities that guide the project development.

3.1 Accommodations Built as Independent Construction Projects

Bicycle and pedestrian accommodations can be developed through projects that are independent of highway construction, either within the highway right-of-way or on an independent right-of-way. Independent construction projects can be utilized to retrofit accommodations along existing roadways, improve existing accommodations to better serve users, and install facilities to provide continuity and accessibility within the bicycle and pedestrian network. These projects will follow the same procedures as those for other construction projects for planning, funding, design, and construction. Localities and metropolitan planning organizations will be instrumental in identifying and prioritizing these independent construction projects.

3.2 Access-Controlled Corridors

Access-controlled corridors can create barriers to bicycle and pedestrian travel. Bicycling and walking may be accommodated within or adjacent to access-controlled corridors through the provision of facilities on parallel roadways or physically separated parallel facilities within the right-of-way. Crossings of such corridors must be provided to establish or maintain connectivity of bicycle and pedestrian accommodations.

3.3 Additional Improvement Opportunities

Bicycle and pedestrian accommodations will be considered in other types of projects. Non-construction activities can be used to improve accommodations for bicycling and walking. In addition, any project that affects or could affect the usability of an existing bicycle or pedestrian accommodation within the highway system must be consistent with state and federal laws.

3.3.1 Operation and Maintenance Activities

Bicycling and walking should be considered in operational improvements, including hazard elimination projects and signal installation. Independent operational improvements for bicycling and walking, such as the installation of pedestrian signals, should be coordinated with local transportation and safety offices. The maintenance program will consider bicycling and walking so that completed activities will not hinder the movement of those choosing to use these travel modes. The maintenance program may produce facility changes that will enhance the environment for bicycling and walking, such as the addition of paved shoulders.

3.3.2 Long Distance Bicycle Routes

Long distance bicycle routes facilitate travel for bicyclists through the use of shared lanes, bike lanes, and shared use paths, as well as signage. All projects along a long distance route meeting the criteria for an American Association of State Highway and Transportation Officials

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(AASHTO) or *Manual on Uniform Traffic Control Devices* (MUTCD) approved numbered bicycle route system should provide the necessary design features to facilitate bicycle travel. Independent construction projects and other activities can be utilized to make improvements for existing numbered bicycle routes. Consideration should be given to facilitating the development of other types of long distance routes.

3.3.3 Tourism and Economic Development

Bicycling and walking accommodations can serve as unique transportation links between historic, cultural, scenic, and recreational sites, providing support to tourism activities and resulting economic development. Projects along existing or planned tourism and recreation corridors should include bicycle and pedestrian accommodations. In addition, the development of independent projects to serve this type of tourism and economic development function should be considered and coordinated with economic development organizations at local, regional, and state levels, as well as with other related agencies. Projects must also address the need to provide safety and connectivity for existing and planned recreational trails, such as the Appalachian Trail, that intersect with the state's highway system.

3.4 Exceptions to the Provision of Accommodations

Bicycle and pedestrian accommodations should be provided except where one or more of the following conditions exist:

- scarcity of population, travel, and attractors, both existing and future, indicate an absence of need for such accommodations
- environmental or social impacts outweigh the need for these accommodations
- safety would be compromised
- total cost of bicycle and pedestrian accommodations to the appropriate system (i.e., interstate, primary, secondary, or urban system) would be excessively disproportionate to the need for the facility
- purpose and scope of the specific project do not facilitate the provision of such accommodations (e.g., projects for the Rural Rustic Road Program)
- bicycle and pedestrian travel is prohibited by state or federal laws

3.5 Decision Process

The project manager and local representatives will, based on the factors listed previously in this section, develop a recommendation on how and whether to accommodate bicyclists and pedestrians in a construction project prior to the public hearing. The district administrator should confirm this recommendation prior to the public hearing. Public involvement comments will be reviewed and incorporated into project development prior to the preparation of the design approval recommendation. When a locality is not in agreement with VDOT's position on how bicyclists and pedestrians will or will not be accommodated in a construction project, the locality can introduce a formal appeal by means of a resolution adopted by the local governing body. The resolution must be submitted to the district administrator to be reviewed and considered prior to the submission of the design approval recommendation to the chief engineer for program development. Local resolutions must be forwarded to the chief engineer for program development for consideration during the project design approval or to the Commonwealth

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Transportation Board for consideration during location and design approval, if needed for a project. The resolution and supporting information related to the recommendation must be included in the project documentation.

The decisions made by VDOT and localities for the provision of bicycle and pedestrian travel must be consistent with state and federal laws regarding accommodations and access for bicycling and walking.

4. Discipline Participation in Project Development

VDOT will provide the leadership to implement this policy. Those involved in the planning, funding, design, construction, operation, and maintenance of the state's highways are responsible for effecting the guidance set forth in this policy. VDOT recognizes the need for interdisciplinary coordination to efficiently develop, operate, and maintain bicycle and pedestrian accommodations.

Procedures, guidelines, and best practices will be developed or revised to implement the provisions set forth in this policy. For example, objective criteria will be prepared to guide decisions on the restriction of bicycle and pedestrian use of access-controlled facilities. VDOT will work with localities, regional planning agencies, advisory committees, and other stakeholders to facilitate implementation and will offer training or other resource tools on planning, designing, operating, and maintaining bicycle and pedestrian accommodations.

4.1 Planning

VDOT will promote the inclusion of bicycle and pedestrian accommodations in transportation planning activities at local, regional, and statewide levels. These planning activities include, but are not limited to, corridor studies, small urban studies, regional plans, and the statewide multimodal long-range transportation plan. To carry out this task, VDOT will coordinate with local government agencies, regional planning agencies, and community stakeholder groups. In addition, VDOT will coordinate with the Virginia Department of Rail and Public Transportation (VDRPT) and local and regional transit providers to identify needs for bicycle and pedestrian access to public transportation services and facilities.

4.2 Funding

Highway construction funds can be used to build bicycle and pedestrian accommodations either concurrently with highway construction projects or as independent transportation projects. Both types of bicycle and pedestrian accommodation projects will be funded in the same manner as other highway construction projects for each system (i.e., interstate, primary, secondary, or urban). VDOT's participation in the development and construction of an independent project that is not associated with the interstate, primary, secondary, or urban systems will be determined through a negotiated agreement with the locality or localities involved.

Other state and federal funding sources eligible for the development of bicycle and pedestrian accommodations may be used, following program requirements established for these sources.

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These sources include, but are not limited to, programs for highway safety, enhancement, air quality, congestion relief, and special access.

VDOT may enter into agreements with localities or other entities in order to pursue alternate funding to develop bicycle and pedestrian accommodations, so long as the agreements are consistent with state and federal laws.

4.3 Design and Construction

VDOT will work with localities to select and design accommodations, taking into consideration community needs, safety, and unique environmental and aesthetic characteristics as they relate to specific projects. The selection of the specific accommodations to be used for a project will be based on the application of appropriate planning, design, and engineering principles. The accommodations will be designed and built, or installed, using guidance from VDOT and AASHTO publications, the MUTCD, and the *Americans with Disabilities Act Accessibility Guidelines (ADAAG)*. Methods for providing flexibility within safe design parameters, such as context sensitive solutions and design, will be considered.

During the preparation of an environmental impact statement (EIS), VDOT will consider the current and anticipated future use of the affected facilities by bicyclists and pedestrians, the potential impacts of the alternatives on bicycle and pedestrian travel, and proposed measures, if any, to avoid or reduce adverse impacts to the use of these facilities by bicyclists and pedestrians.

During project design VDOT will coordinate with VDRPT to address bicyclist and pedestrian access to existing and planned transit connections.

Requests for exceptions to design criteria must be submitted in accordance with VDOT's design exception review process. The approval of exceptions will be decided by the Federal Highway Administration or VDOT's Chief Engineer for Program Development.

VDOT will ensure that accommodations for bicycling and walking are built in accordance with design plans and VDOT's construction standards and specifications.

4.4 Operations

VDOT will consider methods of accommodating bicycling and walking along existing roads through operational changes, such as traffic calming and crosswalk marking, where appropriate and feasible.

VDOT will work with VDRPT and local and regional transit providers to identify the need for ancillary facilities, such as shelters and bike racks on buses, that support bicycling and walking to transit connections.

VDOT will enforce the requirements for the continuance of bicycle and pedestrian traffic in work zones, especially in areas at or leading to transit stops, and in facility replacements in accordance with the MUTCD, *VDOT Work Area Protection Manual*, and *VDOT Land Use*

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Permit Manual when construction, utility, or maintenance work, either by VDOT or other entities, affects bicycle and pedestrian accommodations.

VDOT will continue to research and implement technologies that could be used to improve the safety and mobility of bicyclists and pedestrians in Virginia's transportation network, such as signal detection systems for bicycles and in-pavement crosswalk lights.

4.5 Maintenance

VDOT will maintain bicycle and pedestrian accommodations as necessary to keep the accommodations usable and accessible in accordance with state and federal laws and VDOT's asset management policy. Maintenance of bike lanes and paved shoulders will include repair, replacement, and clearance of debris. As these facilities are an integral part of the pavement structure, snow and ice control will be performed on these facilities.

For sidewalks, shared use paths, and bicycle paths built within department right-of-way, built to department standards, and accepted for maintenance, VDOT will maintain these bicycle and pedestrian accommodations through replacement and repair. VDOT will not provide snow or ice removal for sidewalks and shared use paths. The execution of agreements between VDOT and localities for maintenance of such facilities shall not be precluded under this policy.

5. Effective Date

This policy becomes effect upon its adoption by the Commonwealth Transportation Board on March 18, 2004, and will apply to projects that reach the scoping phase after its adoption.

This policy shall supersede all current department policies and procedures related to bicycle and pedestrian accommodations. VDOT will develop or revise procedures, guidelines, and best practices to support and implement the provisions set forth in this policy, and future departmental policies and procedural documents shall comply with the provisions set forth in this policy.

APPENDIX B

Recreation Access Program

purpose

- This program provides bicycle access to public recreational facilities or historic sites operated by a state agency, a locality, or a local authority, either with an access road or on a separate bicycle facility.

funding

- This program uses state funds only.
- Up to \$75,000 may be awarded for bicycle access to a facility operated by a state agency.
- Up to \$60,000 may be awarded for bicycle access to a facility operated by a locality or local authority, with a \$15,000 match.

eligible projects

- construction, reconstruction, maintenance, or improvement of bikeways.

eligible applicants

- A governing body of a county, city, or town may make an application to this program.

contact

Hugh Adams
VDOT Local Assistance Division
1401 E. Broad Street
Richmond, VA 23219
804786-2744
hugh.adams@vdot.virginia.gov
www.VirginiaDOT.org

National Scenic Byways Program

purpose

This program supports projects to improve the quality and continuity of the traveler's experience on highways designated as National Scenic Byways, All American Roads, or as a state scenic byway.

funding

- Up to 80 percent of a project can be financed with federal funds.
- A project must have a minimum 20 percent match.
- This is a reimbursable program.

eligible projects

- construction of a facility for pedestrian and bicyclists along a scenic byway
- safety improvements to reduce or eliminate the incidence or likelihood of crashes or conflicts with bicyclists and pedestrians

eligible applicants

- Any local government, state agency, group or individual may apply to the program.

contact

Scenic Byways Program Staff
VDOT Local Assistance Division
1401 E. Broad Street
Richmond, VA 23219
804-786-2264
h.chenault@vdot.virginia.gov
www.bywaysonline.org, "Grants" section

Virginia Recreational Trails Fund Program

purpose

- This grant program was established to provide and maintain recreational trails and trails-related facilities.

funding

- Up to 80 percent of a project can be financed with federal funds.
- A project must have a minimum 20 percent sponsor match.
- This is a reimbursable program.

eligible projects

- build new trails
- restore damaged existing trails
- develop trailside and trailhead facilities
- provide feature to facilitate access and use by people with disabilities

eligible applicants

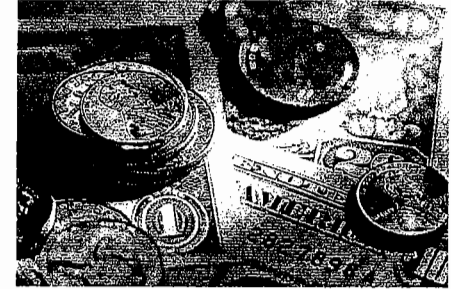
- Any local government, government entity, or private organization may apply to the program.
- Federal government entities may be eligible if teamed with private trail groups and organizations.

contact

Virginia Recreational Trails Fund Program
Department of Conservation and Recreation
203 Governor Street, Suite 326
Richmond, VA 23219
804-786-3218 or 804-786-4379
www.virginia.gov, "Recreation Planning" section

Information on the Virginia Outdoors Fund, which can be used to buy land and to build new trails, trailside and trailhead facilities, parking areas, and other required public facilities needed to support trails, is available at the same contact.

Funding for Bicycling and Walking Accommodations



This flyer provides an overview of several funding programs for the planning, design, construction, and operation of bicycle and pedestrian accommodations. Please visit noted websites and contact program staff for additional information.



May 2005

Rural Transportation Planning Program

purpose

- This program, along with its grant program, provides funds to planning district commissions to carry out transportation planning for rural areas.

funding

- Federal funds finance 80 percent of program activities and grants.
- A match of at least 20 percent, from a planning district commission or locality, is required.

eligible projects

- bicycle and pedestrian planning
- greenway planning

eligible applicants

- planning district commissions

contact

Peggy Todd
Program Coordinator
VDOT Transportation and Mobility Planning
Division
1401 East Broad Street
Richmond, VA 23219
peggy.todd@vdot.virginia.gov
804-371-3092

Highway Construction Program

purpose

- This program provides funding for the preliminary engineering, right of way acquisition, and construction of highway projects.

funding

- No local match is needed for projects on primary and secondary system roads.
- A 2 percent local match is required for projects on urban system roads.

eligible projects

- bicycle and pedestrian accommodations can be built as part of highway projects
- bicycle and pedestrian accommodations can be built as individual projects, separate from the construction of highways, either on highway or independent right of way

contact

VDOT district offices
www.VirginiaDOT.org

Bicycle and Pedestrian Safety Program

purpose

- This program was developed to implement safety projects addressing bicycle and pedestrian crashes or the potential for such crashes, with evaluations based on risk and applications competing with like projects.

funding

- Up to 90 percent of a project can be financed with federal funds.
- A project must have a minimum 10 percent match.

eligible projects

- construction of on-street facilities and shared use paths
- development of treatments for intersections,
- installation of signs and pavement markings

eligible applicants

- State and local agencies may apply to the program.

contact

VDOT Mobility Management Division
1401 East Broad Street
Richmond, VA 23219
HSIProgram@vdot.virginia.gov
804-786-9094
www.VirginiaDOT.org

Transportation Enhancement Program

purpose

- This program is an initiative to focus on enhancing the travel experience and fostering the quality of life in American communities.

funding

- Up to 80 percent of a project can be financed with federal funds. A local match of at least 20 percent, from other public or private sources, is required.
- Local matches may be in-kind contributions, including tangible property, professional services, and volunteer labor.
- This is a reimbursable program.

eligible projects

- pedestrian and bicycle facilities such as sidewalks, bike lanes, and shared use paths
- pedestrian and bicycle safety and educational activities such as classroom projects, safety handouts, and directional signage for trails
- preservation of abandoned railway corridors, such as the development of a rails-to-trails facility

eligible applicants

- Any local government, state agency, group or individual may apply to the program. All projects need to be formally endorsed by a local jurisdiction or public agency.

contact

Transportation Enhancement Program Staff
VDOT Local Assistance Division
1401 East Broad Street
Richmond, VA 23219
1-800-444-7832
www.VirginiaDOT.org, "Programs" section