



VDOT

# **Policy for Integrating Bicycle and Pedestrian Accommodations: Update**

*Presentation by Rick Walton, Chief of Policy, Planning and Environment to the Commonwealth Transportation Board  
November 15, 2006*

- Bicycle and Pedestrian Policy Implementation Team
- April Status Report
- Progress Since April
- Additional Items



- Policy adopted March 2004
- At the request of the Secretary's Office, VDOT conducted an internal review of Policy implementation in the fall of 2005
- Review revealed that consistent implementation of the policy required improved internal procedures

- Composed of District and Central Office representatives from multiple disciplines plus DRPT
- In April, reported to CTB on accomplishments and areas requiring further work
- Continued to meet monthly to address outstanding items

- Numerous forms and manuals were updated to incorporate the CTB policy
- Decision tree was developed to clarify when exceptions are warranted
- Initiated scoping procedures for VDOT construction projects that improve documentation of decision-making

- Define key terms
- Clarify the extent to which the maintenance program will be used to provide bicycle and pedestrian accommodations
- Develop protocol for coordinating with localities
- Include cost estimates for bicycle and pedestrian accommodations in initial project cost estimates
- Develop performance measures



1. **Defined key terms to remove uncertainty**
  - List of potential accommodations included in project scoping forms
  - Revised scoping forms clarify required documentation
  - New and revised documents clarify consideration steps

2. **Develop a recommended extent to which the maintenance program will be used to provide accommodations**
  - A goal of 2% of the paving budget will be used to pave shoulders (~\$4 million/year)
  - Also provides a safer roadway for motorists

- 3. Initiated scoping procedures for maintenance projects**
- 4. Developed recommended procedures for coordinating with localities**
- 5. Developed method to include cost estimates for bicycle and pedestrian accommodations in VDOT's Project Cost Estimating System**
- 6. Developed mechanism to measure implementation of the policy**

## Preliminary communications plan

- Internal communication and training
  - DPM November 2006
  - Additional notification as needed for updated forms, etc.
  - Technical training for planners and designers

- External communications
  - Letter to VACO/VML
  - Follow-up with localities, MPOs, and PDCs
  - Citizen Outreach
    - Public Information and education

## Salem District staff conducted public information meetings to:

- Open channels of communication
- Discuss implications of the policy and talk about specific projects
- Encourage citizens to work directly with their local elected officials and planners

## Addressing Safety

- The 2006-2010 Strategic Highway Safety Plan has a bicycle & pedestrian focus with 15 strategies to improve non-motorized safety
- VDOT's new Safe Routes to School Program will focus resources on bike & pedestrian safety, mobility, and accessibility within 2 miles of K-8 schools, thereby augmenting the Bicycle and Pedestrian Safety program

## Funding programs have been revised

- Industrial Access Program recast as an Economic Development Program and prohibition against sidewalks removed
- Screening criteria for Transportation Enhancement Grant Program have been revised to give more weight to bicycle and pedestrian projects