

This version has also been updated to include the Rectangle Rapid-Flashing Beacon (RRFB). FHWA issued a new Interim Approval (IA-21) for the use of RRFBs in March 2018.

In November 2018, the ITE Complete Streets Council released the Curbside Management Practitioners Guide <https://www.ite.org/technical-resources/topics/complete-streets/ite-curbside-management-practitioner-s-resource/> in response to widespread interest in the designation and optimization of curb space to accommodate the needs of all users. The purpose is to outline a decision-making framework that can be applied across a broad spectrum of locations and contexts.*

PLANNING AND DESIGN OF BICYCLE FACILITIES

During project scoping/SMART Scale application development the VDOT District Planner will coordinate with the locality to address bicyclist and pedestrian access along the corridor as well as to existing and planned transit connections.

During the preparation of an environmental document, environmental impact statement (EIS), environmental assessment (EA), categorical exclusion (CE), programmatic categorical exclusion (PCE), etc. 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.

Discussion will take place at the scoping meeting concerning the expected type of bicyclist that will use the facility and the type of facility to be designed. The District, Transportation and Mobility Planning Division, Locality and other interested parties will provide input on the type of facility to be designed on a particular project. Individuals involved in the planning and design of bicycle facilities should be familiar with the resources mentioned in the previous section titled: “**VDOT POLICY TO IMPROVE BICYCLE AND PEDESTRIAN ACCESS**”.

The procedure for planning and designing a bicycle facility is based on the following:

1. Roadway typical section
2. Motor vehicle traffic volume (ADT)
3. Design or posted speed of the roadway

The Guidelines and TABLES in SELECTING ROADWAY DESIGN TREATMENTS TO ACCOMMODATE BICYCLES are recommended as bicycle facility design criteria, but in no case should a bicycle facility be designed with criteria less than those contained in the VDOT/AASHTO/NACTO DESIGN GUIDELINES.

BICYCLE ACCESS FACILITIES

VDOT may participate in the development of bicycle access facilities (Shared Use Paths and Trails) to serve public recreational areas, such as county and state parks and historic sites based on the current [Recreational Access Fund Policy](#).

* Rev. 1/19