

Accommodating Pedestrians and Bicyclists

According to the Commonwealth Transportation Board's adopted [Policy for Integrating Bicycle and Pedestrian Accommodations](#), 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. It is important that the consideration and provision of bicycling and walking accommodations be consistently incorporated into the decision-making process for Virginia's transportation network.

The VDOT web site contains a number of resources on accommodating pedestrian and bicycle facilities as well as facility design guidelines.

VDOT's [Designated Bicycle and Pedestrian Accommodations](#) provides design standards for bicycle and pedestrian facilities (e.g. designated bicycle lanes at least 4 feet in width, providing striping for bicycle lanes, asphalt or concrete sidewalks at least 5 feet in width, pedestrian islands at intersections and roundabouts).

Bicycle and Pedestrian Facility Guidelines are presented in [Section A-5, Appendix A](#) of the [Road Design Manual](#). For information on curb ramps and sidewalks, see [IIM-LD-55](#). Also see [MUTCD](#), Chapter 9, Traffic Control for Bicycle Facilities*

[Standards for Intersection Crosswalk Markings](#) can be found on page 3B-27 in the [Manual for Uniform Traffic Control Devices](#) and [Standards for Pedestrian and Bicycle Markings for Roundabouts](#) are described on pages 3B-44 and 3B-45.

Figure 3-25 offers a basic illustration of these pedestrian and bicycle concepts along a highway corridor and at an intersection.

An Internal Bicycle and Pedestrian Task Force is responsible for ensuring consistent implementation of bicycle and pedestrian policies within VDOT, while the Bicycle Accommodations Review Team evaluates proposed plans to ensure consistency in bicycle and pedestrian facility design. For additional information see the [State Bicycle and Pedestrian Program](#) web page on the VDOT web site.

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