

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. 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 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 included in a project shall be based on the application of appropriate planning design, and engineering principles. Bicycle and Pedestrians accommodations shall be designed and built, or installed, using the VDOT *Road Design Manual*, VDOT *Roads and Bridge Standards and Specifications*, the AASHTO *Guide for the Development of Bicycle facilities*, AASHTO *Guide for the Planning Design and Operation of Pedestrian Facilities*, the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Rights-of-Way* and the *Manual on Uniform Traffic Control Devices (MUTCD)*.

On August 20, 2013 FHWA issued a [Memorandum](#) expressing support for taking a flexible approach to bicycle and pedestrian facility design. In doing so, FHWA supports the use of the [NACTO Urban Bikeway Design Guide](#) and the [ITE Designing Urban Walkable Thoroughfares: A context Sensitive Approach](#) to build upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrians and bicyclists.

In July 2014, AASHTO released the [Guide for Geometric Design of Transit Facilities on Highways and Streets](#). This guide provides a single, comprehensive reference of current practices in the geometric design of transit facilities and streets and highways. The facilities covered include: local buses, express buses, and bus rapid transit operating in mixed traffic, bus lanes, and high-occupancy (HOV) lanes, and bus-only roads within street and freeway environments, and street cars and Light Rail Transit (LRT) running in mixed traffic and transit lanes, and within medians along arterial roadways.*

On July 25, 2014, FHWA's Offices of Planning, Environment, and Realty; Infrastructure; Safety; and Operations jointly issued a [Memorandum](#) announcing their official support and endorsement of [NACTO Urban Street Design Guide](#). In May 2015, FHWA released the [Separated Bike Lane Planning and Design Guide](#), which outlines planning considerations for separated bike lanes (also sometimes called "cycle tracks" or "protected bike lanes") and provides a menu of design options covering typical one and two-way scenarios. The guide consolidates lessons learned from practitioners designing and implementing separated bike lanes throughout the U.S.

* Rev. 1/17