

## SECTION 5: IMPLEMENTATION

### 5.1 INTRODUCTION

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This plan contains strategies and recommendations to ensure that as the George Washington Region develops, bicyclists and pedestrians are considered accordingly when roads are reconstructed, new roads are built and when development in general takes place. For the recommendations and strategies in this plan to become reality, a number of processes must be completed. The plan, first, must be adopted by both the George Washington Regional Commission and the Fredericksburg Area Metropolitan Planning Organization's Policy Boards. Once this takes place the plan will be forwarded to all of the appropriate state and federal agencies such as the FHWA, VDOT, the Virginia DCR, etc. The localities of the George Washington Region will also receive copies of the plan. This plan is suitable to be adopted by each locality to be used as their official bicycle and pedestrian plan, if the locality is so inclined. Once this has taken place, improvements can begin; it will be crucial to the success of the plan that extensive citizen input and support from bicyclists, pedestrians, motorists, and other groups be developed during the implementation phase.

On March 18, 2004 the Commonwealth Transportation Board (CTB) passed VDOT's new bicycle and pedestrian policy. 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. Please refer to **Appendix F** for VDOT's full policy on bicycles and pedestrians.

## **5.2 STRATEGIES**

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### **GWRC/FAMPO**

- Incorporate recommendations into TIP and other transportation plans
- Review and update the plan every four years, in concert with FAMPO's Constrained Long Range Plan (CLRP)
- Allocate a percentage of FAMPO's yearly RSTP and CMAQ funding for bicycle and pedestrian projects
- Pursue funding through state and federal grants as well other funding avenues such as FHWA bonus obligation funds.
- Assist the regions localities in pursuing funding
- Continue involvement with the localities in their bicycle and pedestrian planning efforts
- Work with local organizations to promote bicycling and walking
- Continue regional cooperation with neighboring localities and the State in planning and development.
- Incorporate bicycle and pedestrian capacity into FAMPO's travel demand model
- Investigate alternative alignment for the Interstate Bicycle Route-1 where needed
- Continue to work with national organizations to advance their efforts in the region (i.e. East Coast Greenway and Potomac Heritage National Scenic Trail)
- Investigate options for building alongside active railroads and utility corridors

### **LOCAL GOVERNMENT**

- Adopt the plan and provide approved copies to notify all necessary departments, and agencies
- Amend comprehensive plans, zoning and subdivision codes to align with needs in this plan
- Establish a bicycle and/or pedestrian planner as a staff position (where applicable)
- Enforce speed limits and traffic laws regarding interaction with bicycles and pedestrians
- Provide annual funding in Capital Improvement Programs for bikeway and pedestrian improvements
- Incorporate facilities as part of road improvements from design to construction and maintenance
- Pursue state and federal grants to fund bicycle and pedestrian facilities

### 5.3 FUNDING

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There are numerous funding avenues for bicycle and pedestrian projects. Please refer to **Table 18**, on the following page, for a federal and state program funding matrix. In addition to federal and state funding programs local funding and private sector funding are also viable options.

#### Local Funding

- VDOT Urban and Secondary Roads Monies
- Capital Improvements Programs
- General Fund Appropriations
- Proffers
- Impact Fees
- Transportation Service Districts

#### Private Sector Funding

- Community Groups
- Corporations/Businesses
- Neighborhood Associations
- Local Service Organizations
- Individual Donations
- Non-Profit Organizations

Table 18

STATE AND FEDERAL BICYCLE AND PEDESTRIAN IMPROVEMENT FUNDING PROGRAMS																
ACTIVITY	FUNDING PROGRAMS															
	STP	CMAQ	TE	NHS	NSBP	RTP	TCSP	SRTS	HEP	HBRRP	FTA	RHC	FLH*	UAFG	VOF	402
<b>ON ROAD IMPROVEMENTS</b>																
Surface Improvements	X		X	X						X						
Sidewalk Improvements	X	X	X	X	X		X	X	X	X	X	X	X			
Crosswalk Improvements	X	X	X	X	X		X	X	X		X	X	X			
Traffic Calming	X	X	X	X			X	X	X		X	X				
<b>ON-ROAD BIKE FACILITIES</b>																
Bike Lanes	X	X	X	X	X		X	X	X	X	X	X	X	X		
Paved Shoulders	X	X	X	X	X		X	X	X	X		X	X	X		
<b>INTERSECTION TREATMENTS</b>																
Curb Radii Revisions	X	X	X	X					X			X				
Sight Distance Improvements	X			X												
<b>MAINTENANCE</b>																
Major	X			X			X					X				X
Repetitive/Short-Term	X			X			X									X
<b>TRAILS/SHARED-USE PATHS</b>																
Separate Shared Use Paths	X	X	X	X		X	X	X		X			X	X		X
Hike/Bike Trails	X	X	X	X		X		X								X
Path Intersection Treatments	X		X	X	X	X		X	X	X						
<b>SIGNAGE/SIGNALIZATION</b>																
Pavement Markings	X			X				X		X						
Signal Improvements	X	X	X	X				X	X	X		X				
Sign Improvements	X		X	X	X	X		X		X	X	X				
<b>EDUCATION/ENFORCEMENT</b>																
Bicycle Safety Education	X	X	X					X								X
Police Patrols		X														X
<b>SUPPORT FACILITIES</b>																
Bike Parking/Storage	X	X	X	X	X		X	X			X					
Training		X						X								X
Transit Access	X	X	X	X							X			X		
Easement/Right of Way Acquisition	X	X	X	X	X	X					X	X				X

**KEY**

STP - Surface Transportation Program  
 CMAQ - Congestion Mitigation/Air Quality Program  
 TE - Transportation Enhancements  
 NHS - National Highway System  
 NSBP - National Scenic Byways program  
 RTP - Recreational Trails Program  
 TCSP - Transportation & Community & System Preservation Program  
 SRTS - Safe Routes to School

HEP - Hazard Elimination Program  
 HBRRP - Highway Bridge Replacement & Rehabilitation  
 FTA - Federal Transit Formula, Urban & Rural Funds  
 RHC - Rail-Highway Crossing Program  
 FLH\* - Federal Lands Highways Program: funding through this program is only available for roads & transit facilities serving Federal lands  
 UAFG - Urbanized Area Formula Grants  
 VOF - Virginia Outdoor Fund  
 402 - State & Community Traffic Safety Program

5.4 MAINTENANCE

Once the proposed improvements are constructed, the facilities will have to be managed and maintained. The Virginia Department of Transportation is ultimately responsible for any bicycle facility that is located in VDOT Right-of-Way. Shared-use paths and other off-road facilities are the responsibility of the locality. Within the locality tasks can be delegated to the Public Works or Parks and Recreation Departments or other departments/agencies the locality sees fit. Volunteers are also a viable resource to perform tasks such as brush and snow removal, cleaning, planting, etc.

Each locality will need to examine their internal staff capabilities, potential for volunteer help and evaluate what agencies are available for assistance. Then, the locality can begin to define maintenance programs and delegate tasks to their available resources. It also may be beneficial for each locality to develop an advisory committee made up of staff from the Planning, Parks and Recreation, Public Works, Police, and Tourism/Economic Development departments as well as citizens, advocacy groups, and regional agencies that will coordinate these efforts and oversee the overall bicycle facility network.

Maintenance obligations will differ between facility types, but all bicycle and pedestrian facilities will require maintenance at some point in the facilities' life. **Table 18**, below, lists types of maintenance that will need to be undertaken and suggestions as to which locality, agency should be responsible for the maintenance.

Table 19

TRAIL MAINTENANCE RESPONSIBILITIES		
Frequency	Type of Maintenance	Responsible Entity
As Needed	Trash removal Brush clearing Map/signage updates Replacement/repair of ancillary amenities Surface patching	Volunteers Local Parks and Recreation /Public Works Departments VDOT – for on-road facilities (bike lanes, wide shoulders) and facilities built in VDOT ROW
Seasonal	Snow removal Planting Cleaning of culverts	Volunteers Local Parks and Recreation /Public Works Departments VDOT – for on-road facilities (bike lanes, wide shoulders) and facilities built in VDOT ROW
Annual	Evaluate the surface conditions	Local Parks and Recreation /Public Works Departments VDOT – for on-road facilities (bike lanes, wide shoulders) and facilities built in VDOT ROW
Every 5 Years	Repair of ancillary amenities and signage	Volunteers Local Parks and Recreation /Public Works Departments
Every 10 Years	Resurface facility Restripe facility	Local Public Works Departments VDOT - for on-road facilities (bike lanes, wide shoulders) and facilities built in VDOT ROW
Every 20 Years	Facility reconstruction	Local Public Works Departments VDOT - for on-road facilities (bike lanes, wide shoulders) and facilities built in VDOT ROW