

## VISION STATEMENT

The Vision of the George Washington Region Bicycle and Pedestrian Plan is to develop a comprehensive, destination-oriented network of safe, interconnected bicycle and pedestrian amenities.

## GOALS AND OBJECTIVES

### GOAL 1:

Develop a complete network of walking and bicycling facilities throughout the George Washington Region with connections to facilities outside of the region.

### OBJECTIVES:

- Ensure the *George Washington Region Bicycle and Pedestrian Plan* and bicycle and pedestrian plans from GWRC member jurisdictions are consistent with each other;
- Provide bicycle and pedestrian access to and from destination areas (e.g. residential, commercial, educational, recreational, historical and cultural areas, etc.) throughout the region;
- Provide direct access to destination areas;
- Provide ancillary facilities to support the bicycle and pedestrian transportation network;
- Mitigate existing barriers along the identified routes;
- Where appropriate, incorporate provisions for bicycle and pedestrian facilities in roadway construction/improvement and land development projects;
- Provide bicycle and pedestrian access to transit facilities and commuter parking lots;
- Determine which type of improvement (e.g. shared-use paths, bicycle lanes, paved shoulders, sharrows, etc.) is best suited for each route;
- Ensure that regional connectivity to surrounding regions and the East Coast Greenway are addressed accordingly.

### GOAL 2:

Ensure that the network of bicycle and pedestrian facilities is widely accessible and safe for all users.

### OBJECTIVES:

- Maintain and improve existing bicycle and pedestrian facilities to ensure safety;
- Provide a system that accommodates the skill level of all users;
- Minimize conflicts between cyclists, pedestrians and motor vehicles;
- Implement a network of on-road improvements that meets or exceeds AASHTO and VDOT design standards;
- Implement a set of design standards for off-road facilities that will facilitate construction of the proposed projects;

- Implement traffic calming techniques where needed;
- Provide proper signage, markings, and signalization to assure safe and easy usage of the network;
- Keep bicycle and pedestrian facilities free of obstructions;
- Encourage localities and local law enforcement to keep detailed records of accident data involving bicycles and pedestrians so that problem areas can be accurately addressed;
- Design a bicycle and pedestrian transportation network that addresses the needs of utilitarian and recreational users alike;
- Ensure the system is Americans with Disabilities Act (ADA) and Public Rights-of-Way Accessibility Guidelines (PROWAG) compliant.

### GOAL 3:

**Develop strategies to increase public awareness of bicycling and walking as viable, safe transportation alternatives, as well as the rights and responsibilities of bicyclists, pedestrians, and motorists.**

#### OBJECTIVES:

- Involve the public in the bicycle and pedestrian facility planning process through visioning sessions, public surveys, outreach, etc.;
- Increase public awareness of cyclists and pedestrians through educational outreach, informational brochures, regional transportation and tourism maps, etc.;
- Encourage the enforcement of posted speed limits on all roads in the region, especially those with bicycle and pedestrian facilities along them;
- Work with local law enforcement to hold educational programs and develop a public awareness campaign for children and adults focusing on traffic laws that affect bicyclists, pedestrians and motorists alike;
- Work with private organizations to facilitate public outreach and facility maintenance, and to seek funding opportunities from private sector donors.

### GOAL 4:

**Assist the George Washington Region's localities and private organizations in the implementation, design, finance and construction of recommended facilities.**

#### OBJECTIVES:

- Identify federal, state and local legislation, programs and policies that affect bicycle and pedestrian traffic;
- Develop a prioritized list of short-, medium- and long-term bicycle and pedestrian projects based on a regional consensus;
- Develop a cost estimate plan with realistic and specific cost estimates for each improvement that coincides with the implementation timeline;
- Develop a comprehensive list of funding programs from private and public sector entities;

- Maintain the ability to implement any phase of the network should funding for a project or portion of a project become available;
- Devise a maintenance schedule for current and future bicycle and pedestrian facilities that will identify and implement funding sources and recommended responsibilities by each jurisdiction;
- Continuously amend FAMPO's Transportation Improvement Program (TIP) to include bicycle and pedestrian projects.