



MEMORANDUM

TO: District Engineers **DATE:** March 23, 2011
FROM: John A. Barton, P.E. *John A. Barton, P.E.*
SUBJECT: Guidelines Emphasizing Bicycle and Pedestrian Accommodations

A recent federal policy statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by USDOT signed on March 11, 2010, emphasizes an increased commitment to, and investment in, bicycle facilities and walking networks to help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. This USDOT policy encourages the incorporation of safe and convenient walking and bicycling facilities into transportation projects.

With this stronger emphasis for multimodal transportation facilities, TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians. It is critical that bicycle and pedestrian accommodations be considered and discussed as the need and purpose of a project is defined during the National Environmental Policy Act (NEPA) process, taking into consideration existing and anticipated bicycle and pedestrian facility systems and needs. In the NEPA document, the managing office should include a discussion in the project description of proposed bicycle and pedestrian facilities and linkages to transit stops and corridors. If no bicycle or pedestrian facilities are planned, the managing office shall state why no such facilities are planned. Plans, specifications, and estimates (PS&Es) shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines (TAS/ADAAG), AASHTO Guide for the Development of Bicycle Facilities (AASHTO Bike Guide) and TxDOT's Roadway Design Manual (RDM).

The inclusion of bicycle and pedestrian facilities shall be considered when the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered.

For all urbanized settings, regardless of the type of improvement, the following guidance is provided:

1. For construction projects within existing right-of-way and when the scope of work is limited to within the roadway typical section, the project plans should:
 - remove barriers to accommodate pedestrians according to TAS/ADAAG and TxDOT's Pedestrian Facilities (PED) standard sheets, and;
 - accommodate for bicyclists by restriping the existing roadway typical section to provide a 14-foot wide curb lane for shared use when practical.
2. For construction projects within existing right-of-way, but when the scope of work involves pavement widening, the project plans should:
 - accommodate bicyclists by widening the pavement to either provide a 14-foot wide curb lane for shared use or a 5-foot wide bicycle lane;
 - include necessary work to ensure all existing ADA curb ramps comply with current standards; and
 - reconstruct or add sidewalks and crosswalks to ensure a continuous ADA compliant pedestrian route.
3. For full reconstruction or new construction projects, where new right-of-way is acquired, the project plans should provide the desired roadway, bicycle and sidewalk geometric values shown in the RDM, AASHTO Bike Guide and TAS/ADAAG for each facility type.
4. On new construction projects, and where practical on reconstruction projects, which construct a raised median, a 6 foot median width should be provided for pedestrian refuge in accordance with the Public Rights-of-Way Accessibility Guidelines (PROWAG).

The usable lane width for shared use in a wide curb lane is 14 feet and is measured from the edge stripe to the lane stripe or from the longitudinal joint of the gutter pan to lane stripe (the gutter pan should not be included as usable width). The curb offset is not included as part of the usable lane width for a shared use in a wide curb lane. When restriping or widening existing pavement to achieve a wide curb lane for shared use, the appropriate lane widths for the remaining lanes and curb offsets as defined in RDM should be maintained. The dimensions shown above for a wide curb lane or a bicycle lane are minimum values. Where traffic volumes or speeds are high, wider lanes for bicycles may be needed.

For projects in a rural setting, the following guidance is provided:

For off-system roadways greater than 400 ADT and all on-system roadways, where bridges are being replaced or bridge decks are being replaced or rehabilitated, a 5-foot shoulder (4' shoulder and 1' barrier offset) shall be provided on the structure and along the adjacent barrier.

These guidelines apply to all projects which are currently in the planning and design stages and projects whose environmental documents are approved after August 31, 2011. For projects whose environmental documents are approved on or prior to August 31, 2011, the use of these guidelines is at the option of the district.

Questions related to the use of bicycle and pedestrian accommodations may be directed to Maria Burke, Design Division at (512) 416-2703 or Tom Beeman, Design Division at (512) 416-2673. Future manual(s) updates will reflect this bicycle and pedestrian accommodation guidance as appropriate.

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