

Approved:

Policy: 20-004(P)

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Responsible Office: Planning

Gordon Proctor  
Director

## 2 nd D R A F T

### **Policy on Accommodating Bicycle and Pedestrian Travel on ODOT Owned or Maintained Facilities**

#### **I. POLICY STATEMENT:**

This policy applies to all transportation projects on facilities owned or maintained by the Ohio Department of Transportation (ODOT). Transportation projects on local roadways should look to their corresponding local government or Metropolitan Planning Organization (MPO) to address how bicycle and pedestrian travel will be accommodated on non-ODOT facilities.

A. When developing a transportation improvement project as part of the ODOT Project Development Process (PDP), ODOT will consider and analyze as appropriate how, when and where the need to accommodate bicycle and / or pedestrian travel within the planning study area. Consideration should be based on three criteria: safety, feasibility, and local desire and potential for use. These decisions will be made and documented concurrent with other decisions made during the ODOT PDP. Each transportation project accommodation will be evaluated on a case by case basis.

**1. Safety:** In determining the feasibility when it is possible to safely accommodate bicycle and pedestrian travel, the following will be considered:

- a. Roadway ~~Level of~~ Average Daily Traffic (ADT);
- b. Roadway geometric design;
- c. Roadway lane width and shoulder width;
- d. Posted speed on the roadway facility; and,
- e. The safety and suitability of the roadway for bicycle and pedestrian travel under present conditions and after implementation of the transportation improvement.

**2. Feasibility:** In determining the feasibility to construct a new bike bicycle/pedestrian accommodation, the following will be considered:

- a. Right-of-way width or the ability to acquire additional right-of-way width;
- b. The cost of establishing a new facility compared to its benefit in terms of number of potential users;
- c. Availability of bicycle/pedestrian access facilities (e.g. public transit service, parking lots, connecting bicycle accommodations, etc.);
- d. Additional planned transportation improvement projects within the planning study area; and,
- e. Potential negative environmental impacts.

**3. Local Desire and Potential for Use:** In determining the desire for a [bicycle/pedestrian accommodation](#) by the local community as well as the potential usage of a [bicycle/pedestrian accommodation](#), the following will be considered:

- a. Existing and expected bicycle and pedestrian usage;
- b. [Documentation that connectivity will be provided or enhanced between jurisdictions, neighborhoods, commercial, institutional \(schools, health care facilities, libraries, cultural facilities\) and recreational destinations;](#)
- c. Effect of the improvement upon any existing or planned bicycle/pedestrian system;
- d. Documentation in [planning study's](#) public involvement report of local desire for a [bicycle/pedestrian accommodation](#) to be constructed [with](#) the transportation improvement; and,
- e. Identification of the proposed facility in a formally adopted long-range plan, in a Community Comprehensive Plan, in an MPO Long-range Transportation Plan or *ACCESS OHIO*, the statewide Transportation Plan.

**B. [Bicycle and pedestrian accommodation](#)** shall be considered in new construction and reconstruction projects in all **urbanized** areas unless one or more of the following conditions are met:

- 1.** Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, only shared-use paths separated from the roadway will be considered;
- 2.** The cost of establishing the bicycle and pedestrian facility would be excessively disproportionate to the need or probable [use](#); or,
- 3.** Where lack of population or other factors indicate an absence of need.

**C.** When [considering](#) accommodating bicycle and pedestrian traffic [in all new construction and reconstruction projects](#) in **non-urbanized rural** areas, paved shoulders should be considered on roadways used by more than 1,000 vehicles per day. This excludes [freeways](#).

**D.** Rumble strips are not recommended where shoulders are used by bicyclists unless there is at a minimum four feet of clear path in which a bicycle may safely operate.

**E.** New construction of [bicycle/pedestrian accommodations](#) must meet current ~~ODOT~~ design standards [in III. REFERENCES: Section H](#) in this policy. New construction must also be compliant with the American Disabilities Act (ADA), the National Environmental Policy Act of 1969 (NEPA) [and other relevant environmental regulations](#).

**F.** All locally initiated requests for [bicycle/pedestrian accommodations](#) where no transportation improvement is planned will be referred to the ODOT Transportation Enhancement Program administered by the Office of Local [Projects](#) and will be subjected to the criteria listed in [I. POLICY STATEMENT: Sections A-E](#) and the ODOT Transportation Enhancement Program Policy.

## II. AUTHORITY:

**A. Federal Regulations:** Federal regulations require state DOTs and MPOs to consider bicycle and pedestrian travel in their planning activities.

**1. Title 23 CFR 450.208 (a)**

*Each state shall, as a minimum, explicitly consider, analyze as appropriate and reflect in planning process documents the following factors in conducting its continuing statewide planning process: (3) Strategies for incorporating bicycle transportation facilities and pedestrian walkways in appropriate projects throughout the state.*

**2. Title 23 U.S.C.§217: Bicycle Transportation and Pedestrian Walkways**

*(g) Bicyclists and pedestrians shall be given due consideration in the comprehensive transportation plans developed by each metropolitan planning organization and State in accordance with Sections 134 and 135, respectively. Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.*

*(e) Bridges. In any case wherer a highway bridge deck being replaced or rehabilitated with Federal financial participation is located on a highway on which bicycles are permitted to operate at each end of such bridge, and the Secretary determines that the safe accommodation of bicycle can be provided at reasonable cost as part of such replacement or rehabilitation, then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.*

**B. Ohio Revised Code: Sections Chapter 2921.331, 4511.01 – 4511.99, 4513.01 – 4513.37 and 5501.31** address bicycle and pedestrian regulations. In general, the public are entitled to use public thoroughfares by the mode of their choice but are prohibited from bicycling or walking on freeways.

1. Section 4511.051 allows bicycle paths to be constructed within freeway right-of-way on a facility that is separated from the roadway and shoulders of the freeway and is designed and appropriately marked for bicycle use.
2. Section 4511.711 states that local authorities are permitted to regulate bicycle operations.
3. Section 5501.31 states that ODOT may purchase land from a willing seller but cannot appropriate property through eminent domain for the sole purpose and use as a bicycle or pedestrian facility.

## III. REFERENCES:

**A. ODOT's Project Development Process (PDP):** A project management and decision making process used to guide all transportation projects from conception and planning through design and construction.

**B.** **Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21):** Section 1202.

**C.** **American Disabilities Act (ADA) Compliance:** Section 504 of the Rehabilitation Act of 1973.

**D.** **National Environmental Policy Act of 1969 (NEPA):** Sections 101 and 102.

**E.** **ODOT Transportation Enhancement Program Policy:** Policy 25-005(P).

**F.** **FHWA Design Guidance for Accommodating Bicycle and Pedestrian Travel.**

**G.** **FHWA-RD-92-073: Selecting Roadway Design Treatments to Accommodate Bicycles.**

**H.** **Bicycle/Pedestrian Facilities Design Standards:**

1. The AASHTO “Guide for the Development of Bicycle Facilities.”
2. The AASHTO “Guide for the Planning, Design and Operation of Pedestrian Facilities.”
3. ODOT Location and Design Manual – Vol. 1, Section 605, Vol. 2, Section 1004, Section 1006, Vol. 3, Section 1300, 1400.
4. ODOT Traffic Engineering Manual – Part 9 Bicycle Facilities.
5. ODOT Bridge Design Manual – Section 209.9 Bicycle Bridges.
6. ODOT Manual of Uniform Traffic Control Devices – Part 9 Traffic for Bicycle Facilities.
7. ODOT Policy on the Use of Rumble Strips on Shoulders – Policy Number 322-001(P).
8. Utilities Manual Section 8100, 8200.

#### **IV.** **SCOPE:**

This policy is applicable to all Districts, Divisions and Offices of the Department.

#### **V.** **BACKGROUND AND PURPOSE:**

This policy is in response to federal legislation promulgated as part of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) stating in Section 1202 “Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycles and pedestrian use are not permitted.”

#### **VI.** **DEFINITIONS:**

Average Daily Traffic (ADT): The average number of vehicles that pass a specified point during a 24-hour period.

Bikeway: Any road, street, path, trail or way that is specifically designated as being open to bicycle travel, regardless of whether such facility is signed or designated for the exclusive use of bicycles or to be shared with other transportation modes.

Freeways: [Are defined by the Ohio Revised Code as multi-lane divided highways for through traffic with all crossroads grade separated and with controlled access.](#)

Geometric Design: Engineering activities involving standards and procedures for establishing alignments (horizontal and vertical) and cross section (number of lanes, lane width, shoulder width, cross slopes, and super elevation) of a highway.

Non-urbanized or rural area: [All areas outside the urbanized area as defined by the US Census.](#)

Planning Study Area: A geographic area that is of sufficient size to include all areas that contribute to the transportation problem and encompass the range of alternative solutions to the problem.

Reconstruction: [Full depth replacement, alteration of design elements, lane width, shoulder width or adding lanes \(does not include resurfacing, restoration, or rehabilitation.\)](#)

Shared-Use Paths/Bicycle Paths/Trails: Facilities physically separated from motorized vehicular traffic by an open space or barrier, ~~and are~~ either within the highway right-of-way or within an independent right-of-way. Shared-Use paths may be used by a mix of non-motorized users such as bicyclists, walkers, runners, [wheel chair users](#), and skaters.

Urbanized Area: A central area with densely settled surrounding contiguous territory that together has a population of 50,000 or more, as defined by the U.S. Census.

Walkway (Pedestrian walkway): [The portion of the public right-of -way that provides a separate area for people to travel by foot.](#)

## **VII. TRAINING:**

[Training for the implementation of this policy will be offered as part of the planning process and public involvement process training through](#) the Office of Urban and Corridor Planning.

## **VIII. FISCAL IMPACT:**

Construction and maintenance cost for new [bicycle/pedestrian accommodations](#) will depend on the number of facilities developed and maintained. [Funding will come from existing capital programs.](#)