TABLE OF CONTENTS
Part 9 - BICYCLE FACILITIES

900 GENERAL 9-3

930 PLANNING / PROGRAMMING 9-5

940 DESIGN INFORMATION 9-5

950 CONSTRUCTION 9-7

960 MAINTENANCE / OPERATIONS 9-7

980 RESEARCH 9-9

995 REFERENCE RESOURCES 9-9
- 995-1 General 9-9
- 995-2 ODOT Guide for the Development of a Bicycle Facility 9-9
- 995-3 Guide for the Development of Bicycle Facilities 9-9

Intentionally blank.

Part 9 - BICYCLE FACILITIES

900 GENERAL

OMUTCD Part 9 addresses concerns about traffic controls for bicycle facilities. However, as with other areas of traffic control, periodically questions arise (especially signing situations) that are not addressed by the basic standards established in the **OMUTCD**. When this occurs, the **Office of Traffic Engineering (OTE)** or the **Bicycle/Pedestrian Program Manager** in the **Office of Local Projects, Division of Local Programs** should be contacted. The two offices will then coordinate a response.

OMUTCD Part 1 and Section 9A.03 include definitions for such bicycle-related terms as Bicycle (**O.R.C. Section 4511.01G**), Bicycle Lane, Bicycle Path, Bicycle Route and Shared Roadway. For additional information on each type of facility, see the publication **AASHTO Guide to the Development of Bicycle Projects, 1999.**

ODOT owns bicycle lanes only if they are added to rural sections of a state highway; however, other agencies (**Local Public Agencies (LPAs)**, such as, **ODNR**, **County Engineers**, **Metro Parks**, **Cities**) can initiate and sponsor these or any other type of bicycle project. Bicycle lanes in urban areas, bicycle paths, and bicycle routes are sponsored by other agencies. Funding sources include a variety of federal, **State**, local and private sources. The planning, construction and maintenance operation of completed facilities are the responsibility of the sponsor regardless of the funding source.

Intentionally blank.

930 PLANNING / PROGRAMMING

Planning is a local issue. Many communities have a long range plan of desired facilities. The potential project sponsor should contact their city planner to ensure inclusion of a desired bicycle facility as the plan may be a factor in acquiring funds. **ODOT** makes Federal Transportation Enhancement Activity (TEA) funds for bicycle facilities available to local sponsors through an application process, which is managed by the **Office of Local Projects**.

940 DESIGN INFORMATION

Refer to the **ODOT Guide for the Development of a Bicycle Facility** (***see Section 995-2***) and the **AASHTO Guide for Development of Bicycle Facilities** for design information.

Plans for projects accepted into the program are developed according to **ODOT** standards and guidelines. The **ODOT Guide for the Development of a Bicycle Facility** includes a summary of items to be included in a plan. **District** personnel perform all preliminary reviews of plans during the final stages of preparation.

The addition of a paved shoulder to a narrow roadway can permit bicycles and other vehicles to share the roadway without compromising the level of service and safety for either vehicle.

Rumble strips, speed bumps/humps and raised pavement markers can interfere with a bicycle's operation. This should be a consideration on projects that involve bicycle facilities. This is addressed in further detail in the **AASHTO Guide for Development of Bicycle Facilities, 1999**.

Intentionally blank.

950 CONSTRUCTION

A paved shoulder bikeway can be constructed independently of work on the roadway itself, or it can be included with the roadway work. Therefore, different construction techniques and work zone layouts may be required.

Paths are one-lane roadways, designed for two-way non-motorized traffic of all types. Contractors can utilize older equipment bought when road lane standards were narrower. Some contractors award their best employees by assigning them to bikeways - no irate motorists to run them down during construction, only happy faces of people planning to use it.

Bicycle Routes involve designation of a roadway as a route and the posting of bicycle signs.

Shared Roadways include construction when paved shoulders are added to a roadway.

960 MAINTENANCE / OPERATIONS

Neglecting routine maintenance on a bicycle facility will eventually render it unridable, and such deteriorating facilities will become a liability. The jurisdictions responsible for operating, maintaining and policing bicycle facilities should be established prior to construction.

Intentionally blank.

980 RESEARCH

There is some research being conducted at both the national and international level. Contact the **Office of Local Projects** for further information.

995 REFERENCE RESOURCES

995-1 General

Various reference resources that may be useful have been noted in ***Sections 193, 194 and 195***.

A map and list of bikeways in **Ohio** is available from the **ODOT** web site ***(see Table 197-3)***.

For additional information, also see the publication titled "**Ohio Revised Code Bicycle Laws**," published by the **Office of Local Projects**, or the **Ohio Revised Code, Chapter 4511*(see Table 197-3).***

995-2 ODOT Guide for the Development of a Bicycle Facility

ODOT began funding bicycle facility construction in the 1980s. The **ODOT Guide for the Development of a Bicycle Facility** is a result of efforts to streamline the **ODOT** design process for the local sponsors of bicycle projects.

995-3 Guide for the Development of Bicycle Facilities

As noted in ***Section 193-5***, this publication is published by **AASHTO** and provides information on the development of facilities to enhance and encourage safe bicycle travel. This guide provides information to help accommodate bicycle traffic in most riding environments. It is not intended to set forth strict standards, but, rather, to present sound guidelines that will be valuable in attaining good design sensitive to the needs of both bicyclists and other highway users.

Intentionally blank.