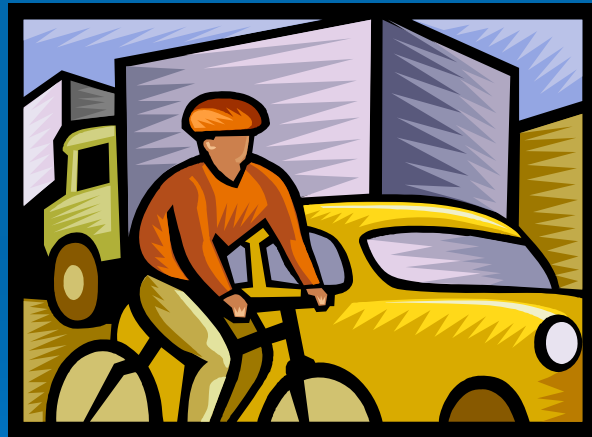


ODOT's Policy on Accommodating Bicycle and Pedestrian Travel



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Why was the ODOT Policy Developed???

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

- Title 23 CFR 450.208 (a)
- Title 23 U.S.C. 217: Bicycle and Pedestrian Walkways



When does the ODOT Policy Apply???

ODOT is required to use the policy when developing a transportation improvement project, as part of its Project Development Process (PDP), on a facility owned or maintained by ODOT.

- Applies to only 15 percent of Ohio's roadways
- MPO accommodation policies over rule ODOT's Policy



What does the Policy Say?

“ODOT will consider and analyze as appropriate how, when and where to accommodate bicycle and/or pedestrian travel within the planning study area.”

What Factors are Considered and Analyzed?

➤ **Safety**

➤ **Feasibility**

➤ **Local Desire and Potential for Use**

What Factors are Considered and Analyzed?

➤ Safety

- Roadway Average Daily Traffic (ADT)
- Roadway Geometric Design
- Roadway Lane Width and Shoulder Width
- Posted Speed on the Roadway Facility
- The safety and suitability of the roadway for bicycle and pedestrian travel under present conditions and after implementation of the transportation improvement

What Factors are Considered and Analyzed?

➤ Feasibility

- Right-of-way width or the ability to acquire additional width
 - ODOT can not use eminent domain to acquire right-of-way for the sole purpose of a bicycle/pedestrian facility
- The cost of establishing a new facility vs. its benefit in terms of number of potential users

What Factors are Considered and Analyzed?

➤ Feasibility (cont.)

- Availability of bicycle/pedestrian access facilities
 - Public Transit Service, Parking Lots, Connecting Accommodations, etc.
- Additional planned transportation improvement projects within the study area
- Potential negative environmental impacts

What Factors are Considered and Analyzed?

➤ Local Desire and Potential for Use

- Existing and expected bicycle and pedestrian usage
- Documentation that connectivity will be provided or enhanced between
 - Jurisdictions
 - Neighborhoods
 - Commercial Developments
 - Institutions (Schools, health care, libraries, cultural facilities)
 - Recreational Destinations

What Factors are Considered and Analyzed?

- **Local Desire and Potential for Use**
 - Effect of the improvement on any existing or planned bicycle / pedestrian system
 - Local desire for a facility documented in a planning study or public involvement report
 - Identification of the proposed facility in a formally adopted long-range plan
 - Community Comprehensive Plan
 - MPO Long-Range Plan

What Factors are Considered and Analyzed?

To summarize...

Does it make sense to spend public tax dollars on the bicycle or pedestrian facility being considered?

Other Considerations

Consideration shall be given 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. Only shared-use paths separated from the roadway will be considered
2. The cost of the facility is excessively disproportionate to the need or probable use
3. Where lack of population or other factors indicate an absence of need

Other Considerations

- In **non-urbanized** areas, paved shoulders should be considered on roadways used by more than 1,000 vehicles per day – excluding freeways
- Rumble strips are not recommended where shoulders are used by bicyclists unless there is a **minimum four feet** of clear path in which a bicycle may safely operate

Rumble Strips



GOOD



Just
Ugly



BAD

Other Considerations

- **New construction must meet current design standards**
 - **American Disabilities Act (ADA) Compliant**
 - **National Environmental Act of 1969 (NEPA) Compliant**
- **All locally initiated requests for bicycle / pedestrian accommodations where no transportation improvement is planned will be referred to the ODOT Transportation Enhancement Program**

Examples of Facilities



A Case Study

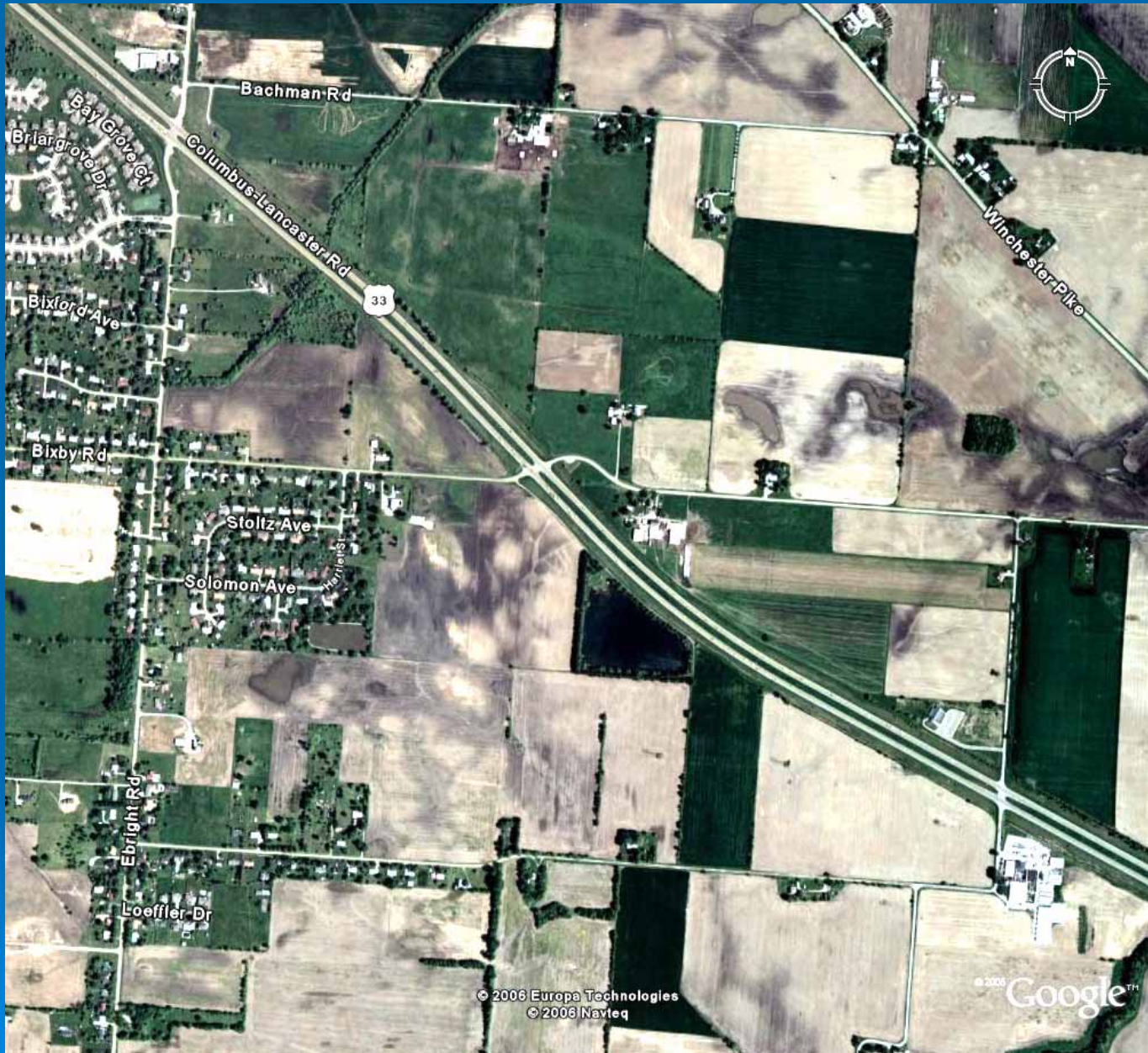


US 33 and Bixby Road Interchange

Project Background

- A part of a larger US 33 project to eliminate at-grade intersections south of Columbus
- Added traffic on Bixby due to Rager Rd, to the south, being cul-de-saced on both sides of US 33
- Locals requested Bicycle/Pedestrian accommodations on the Interchange Bridge after the MIS was completed





US 33 and Bixby Road Interchange Case Study

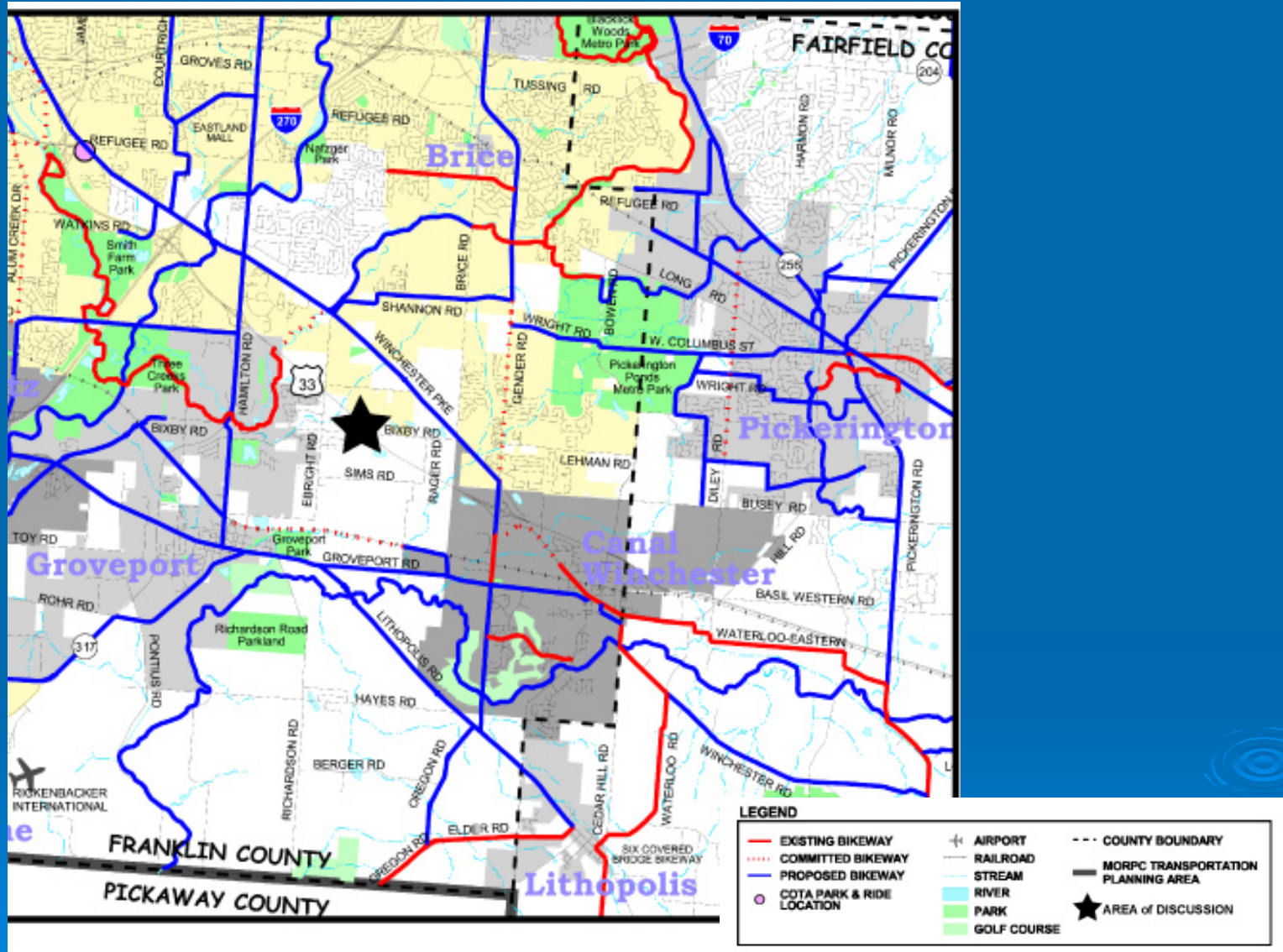
Existing Bixby Road Intersection



Bicycle/Pedestrian Use in the Study Area

- Currently rural land use but local MPO (MORPC) forecasts and local land use plans predict significant population growth and development
- No current facilities exist in the area surrounding US 33/Bixby Rd
- Closest facility is approx. 1.25 miles northwest
- No future routes proposed for Bixby Rd. on MORPC's Regional Bikeway System

2003 MORPC Proposed Regional Bikeway System



US 33 and Bixby Road Interchange Case Study

Proposed ODOT Interchange Design

- Modified Diamond Interchange
- Bridge over US 33 has 10 ft. shoulders - both eastbound and westbound
- Currently no sidewalks or striping for bicycle lanes

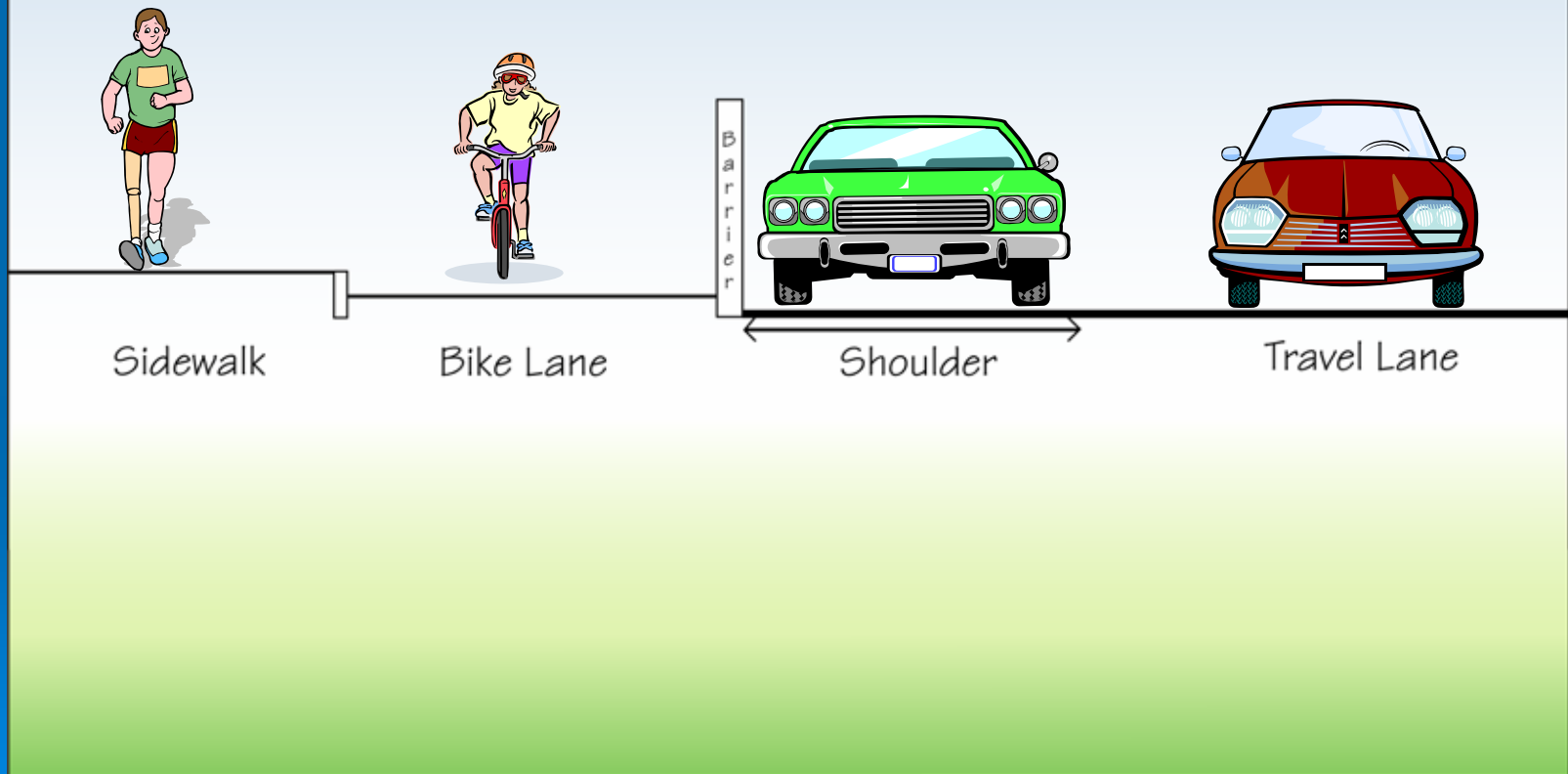
ODOT's Proposed Bridge Design



The Local Desire

- Build a bridge that accommodates the need in 50 years
- An additional 8 ft. on either side of the Bixby Road bridge (18 ft. total each side)
- Add a barrier, sidewalk and bike lane in each direction

The Local Desire



US 33 and Bixby Road Interchange Case Study

What ODOT Considered

- Are they prohibited by law from using this roadway?
 - No
- Does the current design safely provide accommodations without a barrier?
 - Yes
- Will the facilities connect to shoulders or sidewalks on either side of the bridge?
 - No

What ODOT Considered (cont.)

- In the foreseeable future, will the types of facilities the locals desired be needed and the connections built?

- No



What ODOT Considered (cont.)

- Would the cost be excessively disproportionate to the need or probable use?
 - \$530,999 (2005 dollars) for the additional 16 ft. vs. \$323,000 for a separate 16 ft. wide bike/ped bridge

ODOT's Decision

“After due consideration of the issue, it was determined that ODOT's current interchange design adequately addresses accommodating bicycle and pedestrian facilities once the future need presents itself.”

ODOT's Decision

➤ Adequate Shoulder Width

- AASHTO guidelines require 4 ft for bicycle traveling lanes and 5 ft minimum for pedestrian sidewalks. Both are accommodated within 10 ft.
- ODOT can easily stripe bicycle lanes once the need is presented
- ODOT can retrofit the facility for sidewalks once the need is presented

ODOT's Decision

- Lack of Public Need vs Increased Cost
 - No connections exist or are planned on either side of the bridge
 - Could not warrant an additional cost of \$530,999 for something that could be needed in the future

ODOT's Bridge Design

Sidewalk
Retrofit

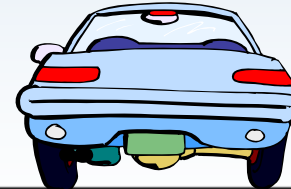


10 Ft.
Shoulder

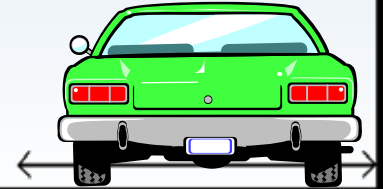
Striped
Bike Lane



Travel Lane



Travel Lane



10 Ft.
Shoulder

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Questions???