

# **U.S. DOT Policy Statement on Bicycle and Pedestrian Accommodation**

**Bicycle and Pedestrian Advisory  
Committee (BPAC) Meeting**

**November 17, 2010**



# Purpose

To support:

- Fully integrated active transportation networks
- Well-connected walking and bicycling networks
- Going beyond the minimum requirements
- Fostering increased use by bicyclists and pedestrians
- Accommodating people of all ages and abilities



# Rationale

- Walking and bicycling:
  - foster safer, more livable, family friendly communities;
  - promote physical activity and health;
  - reduce vehicle emissions and fuel use.
- Bike/Ped accommodation, including links to transit, is required by existing laws and regulations.



# DOT Policy Statement

- Incorporate safe and convenient walking and bicycling facilities into transportation projects.
- Every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.
- Transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.



# Recommended Actions for State DOTs

- Adopt similar policy statements on bicycle and pedestrian accommodation and encourage agencies to go beyond minimum design standards and requirements to create safe, attractive, sustainable, accessible, and convenient bicycling and walking networks. Such actions should include:
  - Considering walking and bicycling as equals with other transportation modes
  - Ensuring that there are transportation choices for people of all ages and abilities, especially children
  - Going beyond minimum design standards



# Recommended Actions, cont.

- Integrating bicycle and pedestrian accommodation on new, rehabilitated, and limited-access bridges
- Collecting data on walking and biking trips
- Setting mode share targets for walking and bicycling and tracking them over time
- Improving non-motorized facilities during maintenance projects



# TxDOT Actions

- Currently working on internal draft Policy response
  - Components will include discussion of the 14' wide outside lane policy
- Planning to adopt Part 9 of the MUTCD in full- this will include the section on shared lane markings
  - Officially adopted January 2012 timeframe

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# Resources

- FHWA Report: Selecting Roadway Design Treatments to Accommodate Bicyclists (FHWARD-92-073, 1994)
- Other State DOT policies & manuals
  - Oregon, Minnesota, Wisconsin, California
- National Complete Streets Coalition ([www.completestreets.org](http://www.completestreets.org))
- Pedestrian & Bicycle Information Center ([www.pedbikeinfo.org](http://www.pedbikeinfo.org))
- FHWA Bicycle & Pedestrian Program page (<http://www.fhwa.dot.gov/environment/bikeped/index.htm>)



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**NCTCOG Bicycle and Pedestrian Homepage**  
**[www.nctcog.org/bikeped](http://www.nctcog.org/bikeped)**

**FHWA Bike/Ped Program:**  
**<http://www.fhwa.dot.gov/environment/bikeped/>**

