

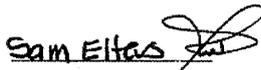


**Intermodal
Transportation
Division
Policy**

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Effective Date

MGT 02-1 (3-1-02)
Supersedes

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State Engineer

MGT 02-1 BICYCLE POLICY

PURPOSE

To establish uniform guidelines for accommodating bicycle travel on the State Highway System.

AUTHORITY

Arizona Revised Statute 28-812 Traffic laws apply to persons riding bicycles grants bicycle riders all the rights and subjects them to all the duties applicable to the driver of a vehicle except where special regulations apply.

Arizona Revised Statute 28-641 Traffic Control Device Manual and Specifications requires ADOT to adopt a manual for a uniform system of traffic control devices that correlates with the most recent edition of the national manual on uniform traffic control devices for streets and highways.

Arizona Revised Statute 28-733 Restrictions on use of Controlled Access Highway authorizes ADOT to prohibit the use of any part of a controlled access highway by bicyclists. Requires ADOT to regulate prohibitions on controlled access highways through official signs. (Note: See reference 3.a. below)

REFERENCES

1. AASHTO Guide for the Development of Bicycle Facilities.
2. Manual on Uniform Traffic Control Devices, Part 9 – “Traffic Controls for Bicycle Facilities”
3. ADOT Traffic Engineering Policies, Guidelines and Procedures
 - a. PGP # 1030 “Controlled Access Highways as Bikeways”
 - b. PGP # 480 “Continuous Longitudinal Rumble Strips”
 - c. PGP # 1031 “Signing and Marking of Shared-Use Paths”

DEFINITIONS

Shared Roadway (AASHTO) a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Bicycle Lane (AASHTO) a portion of a roadway which has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicyclists.

Shared Use Path (AASHTO) a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

Bikeway	(AASHTO and MUTCD) a generic term for any road, street, path, or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
Designated Bicycle Route	(MUTCD) a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational route markers, with or without specific bicycle route numbers. Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing.

POLICY

1. It is ADOT’s goal to develop a transportation infrastructure that provides safe and convenient bicycle access. ADOT further advocates that bicyclists have the right to operate in a legal manner on all roadways open to public travel, with the exception of fully controlled-access highways. Bicyclists may use fully controlled-access highways in Arizona except where specifically excluded by regulation and where posted signs give notice of a prohibition. In support of, and in accord with the foregoing, it is ADOT’s policy to:
 - a. Include provisions for bicycle travel in all new major construction and major reconstruction projects on the state highway system. New bridge and roadway widening projects are normally considered as being within the scope of major construction or major reconstruction. Pavement preservation, minor and spot improvement projects are not included; existing widths for bicycles will be maintained. The scoping documents for new construction and reconstruction will define the parameters for inclusion of bicycle travel.
 - b. Utilize the AASHTO Guide for the Development of Bicycle Facilities as the design guide for roadway features to accommodate bicycles.
 - c. Utilize the Manual on Uniform Traffic Control Devices, Part 9 as adopted in accordance with ARS 28-641 for design of traffic controls for bicycle facilities.
 - d. Provide shared roadway cross-section templates as a minimum condition with new major construction and major reconstruction projects, regardless of the presence of a shared use path.
 - e. Consider, as a part of major new construction and major reconstruction in urban areas, wide curb lanes up to 15’ in width (exclusive of gutter pan) and placement of a stripe at the vehicle lane edge where appropriate. This decision will be made on a project basis weighing such factors as location, vehicular traffic, grades, anticipated bicycle usage, and right of way availability.
 - f. Consider bicycle lanes for inclusion with major new construction or major reconstruction when:
 - 1) incremental costs for construction and maintenance are funded by a local agency AND 2) the bicycle lane is included as a part of a bicycle facilities plan adopted by a local agency.

- g. As a part of major new construction and major reconstruction, ADOT will fund and construct at-grade or grade separated (including bridges) street or roadway crossings of state highway system roadways to meet cross section templates accommodating bicyclists that have been adopted as standard by the local agency. The limits of construction are determined on a project-by-project basis, are normally within the ADOT right of way, and may include appropriate transitions to existing roadways outside of ADOT right of way.
 - h. Accommodate shared use paths within the ADOT right of way when the facilities are: 1) designed and located in accordance with accepted criteria for a proper and safe facility AND 2) funded and properly maintained by the local agency.
 - i. Utilize the ADOT Traffic Engineering PGP # 1030 to designate route sections where bicycle traffic is prohibited on fully access-controlled State Highways.
 - j. Utilize the ADOT Traffic Engineering PGP # 480 for placement of longitudinal rumble strips on State Highways.
 - k. Use pavement surfacing materials that provide reasonably smooth surfaces on travel lanes and shoulders in conjunction with paving projects.
 - l. Evaluate and consider the impacts of bicyclists when restriping roadways in conjunction with new construction, reconstruction, pavement preservation and minor spot improvement projects.
 - m. Utilize Intergovernmental Agreements to define funding and maintenance responsibilities with local governments for bicycle facilities within State highway right-of-way.
2. It is ADOT's Policy not to:
- a. Reduce existing travel lane widths to accommodate bicycle traffic unless supported by a traffic study. Concurrence by the State Traffic Engineer and the Assistant Engineer, Roadway Engineering Group are required.
 - b. Sign or designate bikeways on any roadways on the State Highway System or roads on State-owned right of way without concurrence of the District Engineer and State Bicycle Coordinator.
 - c. Sign or designate sidewalks as bicycle routes or bikeways.
 - d. Use transportation enhancement funds for maintenance of bicycle facilities.
 - e. Mark or sign sidewalks or shared-use paths on State right of way parallel and adjacent to roadways for the preferential or exclusive use of bicyclists per ADOT Traffic Engineering PGP # 1031.
3. It is ADOT's policy to require written approval from the State Traffic Engineer and the Assistant State Engineer, Roadway Engineering Group in consultation with the State Bicycle Coordinator for any variations or exceptions to this policy.