



2.6 BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

Bicycle Lanes and Paths

Bicycle facilities and activities within Pima County are an important part of the overall transportation system. The Pima County *Community Participation and Mitigation Ordinance* ([Appendix 1-A Pima County Code - 10.56.240 D.1.](#)) sets forth the requirements to include bicycle lanes and paths. On curbed roadways, 6 feet are to be added to the typical width of outside travel lanes to accommodate bicycles. This 6-foot width is designated as a paved shoulder. For roadways considered rural and uncurbed, the typical width of outside travel lanes shall also be increased by 6 feet for the same purpose. Refer to the AASHTO *Guide for the Development of Bicycle Facilities – 3rd Edition (1999)*, and to the Federal Highway Administration (FHWA), 2003, *Manual on Uniform Traffic Control Devices (MUTCD 2003)*, Part IX, for further direction regarding design of bicycle features.

There are several design features that must be considered when major roadways are being planned and designed, including:

- Appropriate striping and signing along roadway sections and at intersections to identify proper bicycle/vehicle interactions, including the potential to use pavement coloring (green) in special situations.
- Location of pushbuttons and vehicle detectors at signalized intersections to accommodate bicycle and pedestrian activity
- Design of curb inlets, catch basins, and location of manhole covers such that they do not impede bicycle activity

Pedestrian Sidewalks

Based on the *Community Participation and Mitigation Ordinance* ([Appendix 1-A 10.56.240 D.1.](#)), pedestrian sidewalks shall be provided along major roadways where warranted by pedestrian travel. Determination of pedestrian travel shall be based on a visual inspection that notes an absence of sidewalks and evidence of pedestrian traffic, as well as an assessment of pedestrian demand/travel generators. Additional guidelines regarding pedestrian facilities can be found in the FHWA *PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System* and the AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*.

The standard sidewalk width is 5 feet, but may be increased to accommodate special conditions. When the sidewalk is designed to be flush with the back of the raised curb, the standard width is 6 feet. Pedestrian considerations shall also include pedestrian crosswalks, mid-block crossings, accessible median openings, overpasses, underpasses, and school zones. Additionally, the design shall meet appropriate American with Disabilities Act (ADA) requirements. Useful web sites include www.ada.gov and www.access-board.gov. The report entitled *Special Report: Accessible Public Rights-of-Way: Planning and Designing for Alterations*, published by the

Institute of Transportation Engineers, also discusses possible ADA solutions to pedestrian mobility.

Multiuse Paths

Multiuse Paths shall be considered based on a review of pedestrian traffic/activities. These facilities shall be designed to meet all applicable codes and other requirements. Asphalt should be considered as the primary material for these types facilities due to its longevity and maintainability, with other materials being considered as conditions warrant.

Trails

Trails shall be considered based on a review of the *Eastern Pima County Trail System Master Plan* (<http://www.pima.gov/nrpr/geninfo/masterplan.htm>), a review of pedestrian traffic, equestrian traffic, and other activities. These facilities shall be designed to meet all applicable codes and other requirements.

