



United States Department of Transportation

Bicycle and Pedestrian Accommodation



DOT Policy Statement (March 2010)

- 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.



TxDOT Policy – March 23, 2011

(Urban areas)

- No widening:
 - ADA barrier removal
 - Restripe for shared use lane where possible
- Widening:
 - Include 14' shared lane or 5' bike lane, minimum
 - ADA improvements, including continuous route
- Reconstruction:
 - Provide bike & ped facilities per AASHTO guidance



My bike/ped role at FHWA

- Advise FHWA Area Engineers on bike/ped issues
- Review TxDOT environmental documents for bike/ped accommodation on projects
- Help provide technical assistance to MPO and local government staff



FHWA Bicycle & Pedestrian Program

[Overview](#)

[Guidance](#)

[Publications](#)

[Resources](#)

Bicycle & Pedestrian Program

The Bicycle & Pedestrian Program of the Federal Highway Administration's Office of Human and Natural Environment promotes bicycle and pedestrian transportation use, safety, and accessibility.

Each State has a Bicycle and Pedestrian Coordinator in its State Department of Transportation to promote and facilitate the increased use of nonmotorized transportation, including developing facilities for the use of pedestrians and bicyclists and public educational, promotional, and safety programs for using such facilities. The [State Coordinators](#) can help you with questions specific to your State.

The FHWA Bicycle & Pedestrian Program issues guidance and is responsible for overseeing that requirements in legislation are understood and met by the States and other implementing agencies.

On this site you can find information about the amount of [federal funding spent](#) on pedestrian and bicycle projects in your state, available [federal funding sources](#), existing [legislation](#), and guidance about [accessible design](#).

FHWA also sponsors resources such as the [Pedestrian and Bicycle Information Center](#) to provide information on a wide variety of engineering, encouragement, education, and enforcement topics. The Center was established with funding from the US DOT and is operated by the University of North Carolina Highway Safety Research Center, in cooperation with the [Association of Pedestrian and Bicycle Professionals](#).



[Nonmotorized Transportation Pilot Program](#)

Section 1807 of SAFETEA-LU created the Nonmotorized Transportation Pilot Program. The goal of this program is to demonstrate how improvements to walking and bicycling infrastructure can increase mode share for walking and bicycling. Four communities ([Columbia](#),

[US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#)

This policy statement, released in March 2010, emphasizes the needs and requirements to integrate walking and bicycling into transportation systems and

[Benefits of Walking and Bicycling](#)

Learn more about the many benefits of walking and bicycling. In this section we list many results that attempt to quantify the health and environmental benefits of walking and bicycling.

