

## SECTION 3 POLICY STATEMENT

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects throughout the metropolitan area, unless one or more of three conditions are met:
  - A. Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right-of-way or within the same transportation corridor (interstates).
  - B. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project, exclusive of right-of-way costs.
  - C. Where sparsity of population indicate an absence of need. For example, all construction of new public streets shall include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.
2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. In conservation design subdivisions, "bike friendly" lanes may be provided in lieu of other accommodations such as trails or sidewalks. These treatments have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate. The exact location of the rumble strip in relation to the automobile travel lane may be determined by the agency concerned until such time that sufficient research has been completed to indicate safe placement of this safety feature.

3. Sidewalks, shared use paths, street crossings (including over-and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently. Americans with Disabilities Act Standards design shall be in compliance with guidance set forth by the Americans with Disabilities Act Accessibility Guidelines (ADAAG), *Designing Sidewalks and Trails for Access*, July 1999 and its successor updates/revisions.
4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
  - Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge, even if that is not the existing condition.
  - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible, and convenient.
  - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians shall follow design guidelines and standards that are commonly used, such as the Missouri Department of Transportation's *General Pedestrian and Bicycle Guide*, the ITE Recommended Practice *Design and Safety of Pedestrian Facilities*, AASHTO *Guide for the Development of Bicycle Facilities*, and AASHTO's *A Policy on Geometric Design of Highway and Streets*. Where these standards are in conflict with the Americans with Disabilities Act Accessibility Guidelines (ADAAG), *Designing Sidewalks and Trails for Access*, July 1999, the ADAAG shall have precedence. However, except in the case of ADA standards, the standards set forth in this document

shall have precedence, followed in descending order by MoDot's *General Pedestrian and Bicycle Guide* and the remaining citations listed in this paragraph in the order listed.