

OHIO DEPARTMENT OF
TRANSPORTATION

BIKE AND PEDESTRIAN UPDATES

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MULTIMODAL DESIGN GUIDE (MDG)

○ Revision History

○ For detailed Revision History see below link:

○ <https://www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/multimodal/revisions>



MDG SIGNIFICANT UPDATES

- MUTCD Related Revisions
 - Designers should contact ODOT Office of Roadway Engineering regarding use of any interim approval (IA) items to ensure that they are compliant with the MUTCD.
 - Sign updates
 - Replace “BICYCLES MAY USE FULL LANE” (R4-11) with “BICYCLES ALLOWED USE OF FULL LANE” (R9-20)
 - New signs for Lead Bicycle Interval Signal locations (more guidance to come in January)

MDG SIGNIFICANT UPDATES

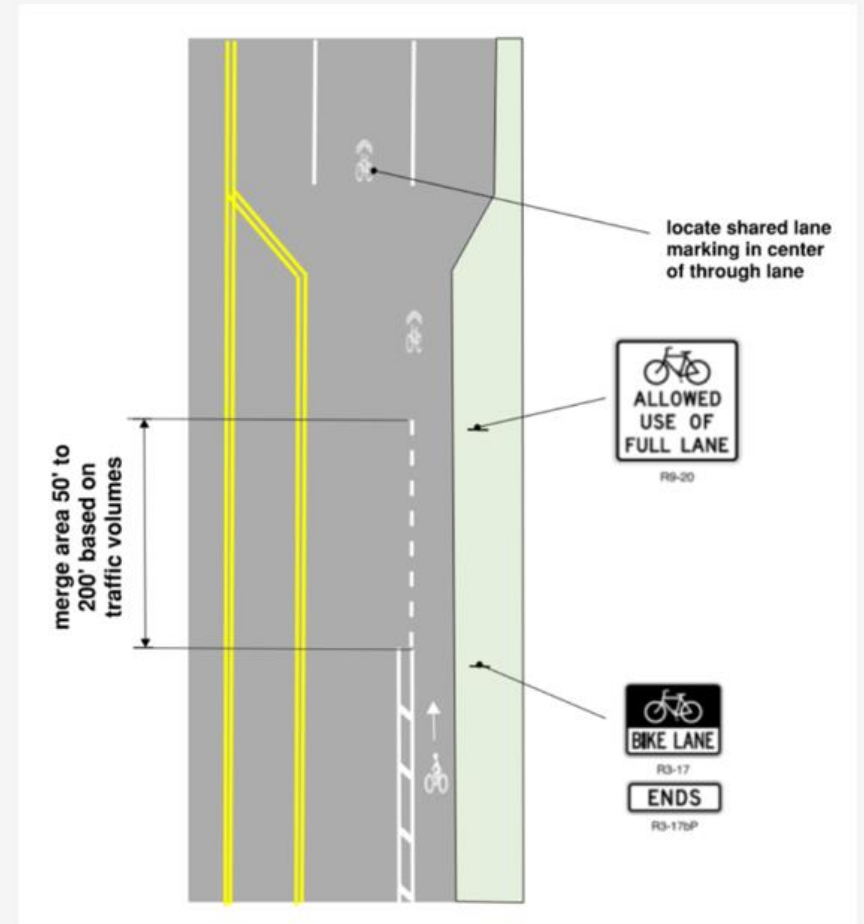
Table 4-1: Pedestrian Zone with Sidewalk Widths for **Different Land Uses**

Land Use	Frontage Zone	Minimum Pedestrian	Minimum Buffer Zone Width (FT)	
	Minimum Width (FT)	Through Zone Sidewalk Width (FT)	(C)	(D) (E)
	(A)	(B) (E)	Posted Speed ≤ 35 MPH	Posted Speed > 40 MPH (F)
Central Business District	2 – 6	8 – 14	4 – 8	6 – 10
Commercial	2 – 6	6 – 8	4 – 8	6 – 10
Residential	2	5 – 7	4 – 6	6 – 8

MDG SIGNIFICANT UPDATES

- **MDG Figure 6-41:**
Through Lane with Shared Lane Markings when Bike Lane Ends before Intersection
- New Figure to illustrate transitioning from a Bike Lane to shared lane approaching an intersection.

Figure 6-41: Through Lane with Shared Lane Markings when Bike Lane Ends before Intersection



MDG SIGNIFICANT UPDATES

- **MDG 5.3.1: General Design Considerations - Width and Clearances, Horizontal and Vertical Clearances**
 - Added additional sentence to 1st paragraph to clarify buffer zone width for Shared Use Paths adjacent to roadway
- **MDG 7.8.3: Speed and Volume Management for Multimodal Design - Vertical Deflection**
 - Updated 1st paragraph to include urban arterials and also allow for speeds up to 35 MPH

RELATED UPDATES

LOCATION & DESIGN, VOLUME 1

105.4 Local Projects

On National Highway System (NHS) roadways, local jurisdictions shall use the ODOT Location & Design Manual (L&D) and any appropriate AASHTO publications. On non-NHS roadways, local jurisdictions may use roadway design guides recognized by FHWA and adopted by the local jurisdiction. Design exceptions for Local-let projects should follow the guidelines in the Local Programs manual on Project Development and Design. Design exceptions for Local ODOT-let projects should follow the L&D Manual. The design exception format for both should follow **Section 105.5.1**. All Local project (both Local-let and ODOT-let) design exceptions are approved by the District Capital Programs Administrator. The District Capital Programs Administrator may defer the review and approval of lane width design exceptions on NHS routes for local projects to the Administrator of the Office of Roadway Engineering, following the design exception process for non-local projects.

TRAFFIC ENGINEERING MANUAL (TEM)

- **TEM 1203-1 thru 5: SPEED ZONES**
 - Updated the Speed Zone Study requirements to shift to using FHWA's USLIMITS2 for all speed studies
 - USLIMITS2 considers:
 - 85th & 50th percentile speed
 - Section length (miles)
 - Annual Average Daily Traffic
 - Adverse alignment (poor sight distance, curves, etc.)
 - Statutory Speed Limit
 - Divided/undivided
 - # of through lanes
 - # drives
 - # signals
 - On street parking/ usage
 - Ped/Bike activity
 - Crash data

QUESTIONS



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