

## 11.0 TRANSIT, BICYCLE AND PEDESTRIAN FACILITIES

Transit, bicycle, and pedestrian facilities are an integral part of the transportation system.

This chapter establishes how to plan and implement these facilities. Transit, bicycle and pedestrian accommodations shall be addressed in transportation impact studies as discussed in [Chapter 2](#).

### 11.1 Transit Facilities

All transit facilities shall conform to the [Transit Design Standards and Guidelines for all Development in Mesa County](#). As part of the development review process, all new development accommodate transit in the overall development process.

### 11.2 Planning and Design Standards for Bicycles

The [AASHTO](#) publishes **The Guide for the Development of Bicycle Facilities, 1999**, to address planning and implementation of bike facilities. Additionally, the [American Planning Association](#) publishes a guide entitled [Bicycle Facility Planning](#) to guide the planning process.

The Grand Junction area has adopted an [Urban Trails Master Plan](#). The plan shows existing and future paths, off-road routes and on-street routes. All development shall comply with the Plan.

#### *11.2.1 Facility Type*

AASHTO has developed three major classes of facilities that are used by bicyclists. They are:

- a SHARED USE PATH which is a separate multi-use bike trail that has an alignment separate from automobile traffic that is typically 12 feet wide or more.
- a BIKE LANE facility which is a striped bike lane on a street. The lane is typically 4 feet wide
- a SIGNED SHARED ROADWAY facility which is an on-street bike route that is designated by signage alone.

The design standards for these different facilities are contained in the [AASHTO](#) manual; however, the list below is a list of the minimum bicycle facility design standards to be provided:

- Uniformity in facility design, signage and pavement markings for bicyclist and motorist safety.
- Bicycle lanes as one-way in same direction of travel as vehicles, and marked as such. For Shared Use Paths, refer to [AASHTO](#) for the proper buffering.
- Six feet or greater shoulder width on rural roads. Minimum widths are 4 feet on an open shoulder and 5 feet against a curb or guardrail.
- Cross railroad tracks perpendicular to direction of bike travel with appropriate treatment to ensure smooth and safe crossings.
- On-street bicycle facilities shall provide curb inlet grates.
- Avoid diagonal on-street parking.
- Implement bike sensitive traffic detector loops where possible.

### **11.3 Pedestrian Facilities**

Pedestrian facilities are required as a part of the street cross-section, as detailed in the City Standard Details. Detached paths that are constructed must conform to these details as well.

Environmental factors that contribute to the walking experience and therefore to the perceived level of service include:

- Comfort factors that include weather protection, climate control, transit shelters and other pedestrian amenities.
- Convenience factors such as walking distances, pathway directness, grades, sidewalk ramps, directional signing, directory maps and other features that make pedestrian travel easy and uncomplicated.
- Safety that is provided by separation of pedestrians from vehicular traffic, or traffic control devices that can provide for time separation of pedestrian and vehicular traffic.
- Security features include lighting, open lines of sight, and the degree and type of street activity.

- Economy aspects related to user-costs associated with travel delays and inconvenience, and to the rental value and retail development as influenced by the pedestrian environment.

The quality of the pedestrian environment should be evaluated in three broad areas:

- Walking along the street – includes continuity, capacity and comfort.
- Crossing the street – includes safety, sufficient space, delay, and route deviation.
- Some place to walk to – in terms of travel time on foot, destinations, and how much of an area can be reached within a reasonable time or distance.

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