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# Mobility Guideline MG-10

## BICYCLIST CONSIDERATIONS

<http://www.austintexas.gov/department/right-of-way-management>

**Bicyclists are vulnerable right-of-way users.** Consequently, it is critical to take the full scope of bicycling impact into account when placing **Temporary Traffic Control (TTC)**. The extent of bicyclist needs should be determined through engineering judgment OR by the individual responsible for the TTC zone. **Decision-makers should begin by considering the following:**

- Bicyclists vary widely in age and ability.
- Area services greatly influence volume and travel patterns. Schools, community centers, transit stops and other attractors will affect TTC needs.
- Avoid bicyclist detours whenever possible.

### PLANNING FOR BICYCLIST TTC

1. Do not lead bicyclists into conflicts with site vehicles, equipment, operations, or pedestrians.
2. Ensure that bikeways are safe and convenient.
3. Attempt to replicate the most desirable characteristics of bikeways when impacted by work zone activities.

### DESIGNING FOR BICYCLIST TTC

Endeavor to provide the following in TTC design:

- Continuous and accessible bikeways.
- Smooth, load bearing surfaces.
- Access to transit stops, area businesses, residences, etc.
- A minimum width of 5 feet per direction.
- ADVANCE warning signage for ALL route changes.
- Unobstructed bikeways free from construction debris and signage.
- Where the speed limit exceeds 35 MPH,

bicycles cannot be detoured into a vehicular lane.

### CITY REQUIREMENTS FOR BICYCLIST TTC

Bicyclist TTC is monitored to ensure compliance with City Requirements. Whether employing a **Standard Scenario** or **Engineered Plan**, the TTC shall be accessible at all times, well-maintained, mimic existing features as nearly as possible, and consider **Current Conditions**.

**STANDARD SCENARIO**— There are four standard details that allow for bikeway closures or detours found in the [804S-1 Series](#). These standards are applicable when the following conditions are satisfied

- The roadway speed limit aligns with the proposed standard detail.
- The lane configuration aligns with the proposed standard detail.

**ENGINEERED PLAN** – Where a Standard Scenario does not apply, an Engineered Plan will be required to determine the appropriate signs, devices, or measures to facilitate bicyclist movement. The method for providing safe accommodations for cyclists should be prioritized as follows:

1. Provide a temporary bike lane on the same roadway shifting and narrowing the adjacent traffic lanes.
2. Provide a temporary bike lane in an existing travel lane on multi-lane roadways.
3. Merge bicyclists and adjacent traffic into a shared travel lane (low-speed only).
4. Direct bicyclists onto a shared path with pedestrians.
5. Provide a bicyclist detour route.

**CURRENT CONDITIONS** – Current conditions impact City Requirements. This includes, but is not limited to, property access, school zone impact, traffic volumes for all modes, street configuration, and bicycle share stations.

**STREET CONFIGURATION**

Areas with asymmetrical street configurations, steep inclines, or with frequent driveway interruptions will often require Engineering Judgement.

**BICYCLE SHARE STATIONS**

TTC that impacts bicycle share stations (see **Figure-1**) must ensure that effective and convenient access is maintained. TTC that exceeds three months in duration may be directed to relocate stations to a nearby area for the duration of the closure or provide additional accommodations as directed by the Active Transportation and Street Design Division.

**RESOURCES**

Standard Scenarios for TTC:

[Bicycle Details](#)

[City Standard Details](#)

[Texas Manual on Uniform Traffic Control Devices \(TMUTCD\)](#)

\*\*Site conditions must be such that, when applied, the standard can be used without modification. Please reference the specific standard name and number.\*\*

Compliance Information:

[Americans with Disabilities Act](#)

[City of Austin Transportation Criteria Manual](#)

**Related Mobility Guidelines (MG):**

MG–01, Temporary Traffic Control

MG–03, Capacity Reduction

**FIGURE-1**



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