



**PUBLIC WORKS DEPARTMENT**

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RAUL M. ROJAS, DIRECTOR • CITY ENGINEER

Public and Private Sector Designers

Re: Design Policy Directive  
Accommodating Non-Motorized Travel & Air Quality Mandates

Gentlemen:

This department is in agreement with the efforts of State and Federal officials to have local governments integrate bicycling and walking into their transportation facilities. We agree with State Assembly Concurrent Resolution 211 adopted in 2002 and support the policies of Caltrans Deputy Directive 64 and the U.S. Department of Transportation design guidelines for accommodating pedestrian and bicycle travel. Being in a non-attainment area for air quality makes it even more important to encourage alternate forms of transportation.

In section 13.12.030 of the Bakersfield Municipal Code numerous standard manuals are adopted for use in design of public facilities including the Caltrans Highway Design Manual. Chapter 1000 provides detailed policies and standards for bikeways. The following excerpts are key to the policy which follows:

In Sec. 1002.1 On new construction, and major reconstruction projects, adequate width should be provided to permit shared use by motorists and bicyclists. On resurfacing projects, the entire paved shoulder and traveled way shall be resurfaced. When adding lanes or turn pockets, a minimum 4-foot shoulder shall be provided (see Table 302.1).

In Sec. 1002.4 (1) Shared Roadway (No Bikeway Designation). Most bicycle travel in the State now occurs on streets and highways without bikeway designations. This probably will be true in the future as well.

Therefore, in keeping with the aforementioned documents, this policy is now in effect:

“When designing any partial width roadway such design shall be of sufficient width so that the outermost lanes each direction will include a 12’ travel way for motor vehicles and 6’ paved shoulder for bicyclists and to minimize generation of PM10 due to dust, unless otherwise directed by the City Engineer.”

  
Raul M. Rojas  
Public Works Director