


City of Athens Bicycle and Pedestrian Plan



**Preliminary Plan
Public Workshop**

Athens Community Center
Thursday, November 12, 2009
7:00 to 9:00 PM

The Greenway Collaborative, Inc. www.greenwaycollab.com

Meeting Agenda


- Review of September's Public Input
- Overview of Preliminary Master Plan
- Workstation Review of Corridors and Systems
- Prioritization Exercise
- Summary and Next Steps



Meeting Goal:
To Refine Non-motorized Network Plan

The Greenway Collaborative, Inc. www.greenwaycollab.com

Athens Bicycle and Pedestrian Plan Review of September Workshop



- ❖ Bicycle Facilities
- ❖ Share Use Facilities
- ❖ Pedestrian Facilities

The Greenway Collaborative, Inc. www.greenwaycollab.com

Top Three Desired Project Outcomes

- More Bike Lanes, Especially on Major Roads
- Better Education Efforts to Create Cooperation Between Drivers and Bikers with Consideration for Both Parties
- Bicycle and Pedestrian Connectivity Throughout the City.

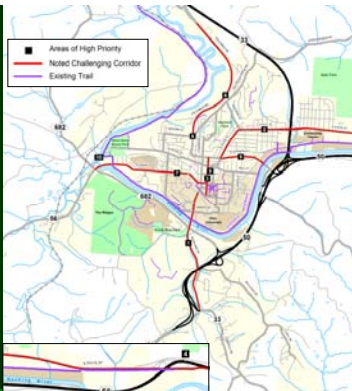


Tonight We Will Focus on the Non-motorized Network.
Education Efforts Are Important, We Just Don't Have Time To Discuss Them This Evening

The Greenway Collaborative, Inc. www.greenwaycollab.com


Top Places of Concern

1. Richland Ave is difficult to navigate on and across for both bikes and peds.
2. E State Street is not very bicycle or pedestrian friendly and is difficult to navigate for both bikes and peds.
3. Court Street is difficult to navigate on by bicycle, heavy vehicular and pedestrian traffic, and needs bike lanes.
4. Desire to safely get to and access the parks and recreation areas by bicycle
5. Stinson Ave is difficult to navigate on and across for both bikes and peds.
6. Columbus Road is difficult to navigate by bicycle and needs bike lanes.
7. Union Street is difficult to navigate by bicycle and needs bike lanes.
8. The Intersection at the South End of Columbus Road is noted to be very dangerous making it difficult for bikes and peds to cross the street.
9. Uptown is difficult to navigate around by bicycle, there are crowded streets and limited bike parking.
10. Desire to utilize the old railroad bridges over the river to extend the bike path and create more access points between both sides of the river.



The Greenway Collaborative, Inc. www.greenwaycollab.com

Athens Bicycle and Pedestrian Plan Non-motorized Networks




- ❖ Complete Streets
- ❖ Off-Road Trails
- ❖ Neighborhood Connectors

The Greenway Collaborative, Inc. www.greenwaycollab.com



Athens Bicycle and Pedestrian Plan Complete Streets




- ❖ Elements of Complete Streets

The Greenway Collaborative, Inc. www.greenwaycollab.com

What is a "Complete Street"?

- Designed and Operated to Enable Safe Access for All Users
- Pedestrians, Bicyclists, Motorists and Bus Riders of All Ages and Abilities are Able to Safely Move Along and Across the Street




Focus is on the Primary Road System

The Greenway Collaborative, Inc. www.greenwaycollab.com

Bike Lanes / Paved Shoulders

- Designated Travel Lane For Bicyclists
- Delineated by Solid White Stripe, Bike Icon Pavement Markings and Signs.
- Bicyclists Travel The Same Direction as Motorized Vehicles




Target Audience: "Enthusied and Confident" Bicyclists
Context: Used on Primary Roads in All Areas. Busy and High Speed Roadways May Warrant Wider Bike Lanes

The Greenway Collaborative, Inc. www.greenwaycollab.com

Contraflow Bike Lane

- A Two-Way Road for Bicyclists But Restricted To One-Way for Motorists
- Used To Reduce Out-of-Direction Travel Caused By One-Way Roads
- Generally Done In Short Segments



Target Audience: "Enthusied and Confident" Bicyclists
Context: Generally Used on Low Volume and Low Speed Collectors and Arterials In Urban Areas

The Greenway Collaborative, Inc. www.greenwaycollab.com

Shared Use Arrow

- Used Where A Bike Lane is Not Feasible and/or Desirable
- Indicated To Motorists To Expect Bicycles
- Indicates to Bicyclists To:
 - Ride With Traffic
 - Ride A Safe Distance Away From Car Doors




Target Audience: "Enthusied and Confident" Bicyclists
Context: Used on Lower Speed Primary Roads Typically in Downtown Areas

The Greenway Collaborative, Inc. www.greenwaycollab.com

Sidewalk

- Should Be Located on Both Sides of the Road
- 5' Typical Minimum Width, Wider Downtown
- Primarily Intended For Pedestrians




Context: Generally In Urban and Close-In Suburban Areas

The Greenway Collaborative, Inc. www.greenwaycollab.com



Complete Streets

- Many Opportunities To Add Bike Lanes
 - Lane Narrowing
 - Lane Reductions
 - Removal of Parking
- Pretty Reasonable North-South and East-West Connectivity
- Identified Key Sidewalk Gaps



— Potential Bike Lanes
— Existing Bike Lanes
— Hookhooking-Athens Bikeway

The Greenway Collaborative, Inc. www.greenwaycollab.com

Athens Bicycle and Pedestrian Plan Off-Road Trails



- ❖ Foot Trails
- ❖ Shared-Use Paths
- ❖ Separated Use Paths

The Greenway Collaborative, Inc. www.greenwaycollab.com

Shared Use Paths

- A Shared Use Path Outside of a Road ROW
 - 10' Min Width
 - 2' Clear Areas
- Complement, But Do Not Replace On-road Facilities
- Wonderful Recreation Resource
- Great Place for Inexperienced Bicyclists to Build Skills



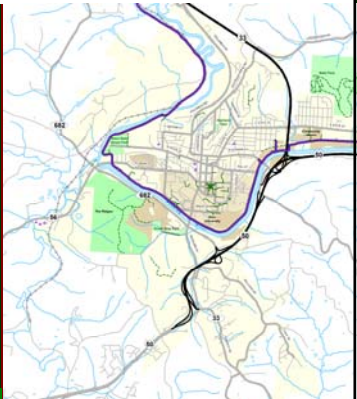
Target Audience: "Interested but Concerned" Bicyclists

Context: Generally Used in Rural and Suburban Areas Where ROW's and Large Parks Provide Space. Difficult to Introduce Into An Existing Urban Area.

The Greenway Collaborative, Inc. www.greenwaycollab.com

Shared Use Paths

- Found Many Opportunities To Expand



— Hookhooking-Athens Bikeway
— Paved Pathways
— Unpaved Pathways

The Greenway Collaborative, Inc. www.greenwaycollab.com

Athens Bicycle and Pedestrian Plan Neighborhood Connectors



- ❖ Guided Bike Routes
- ❖ Named Bike Routes
- ❖ Bike Boulevards
- ❖ Neighborhood Greenways

The Greenway Collaborative, Inc. www.greenwaycollab.com

Neighborhood Connectors

- Most Local Residential Roads Can Provide Key Links Without Special Facilities
- Signs Provide Wayfinding Or Identify Specific Routes
- Can Provide Links Between Trails and Bike Lanes



Target Audience: "Interested But Concerned" Bicyclists

Context: Generally Used on Local Residential Roads and Rural Routes with Moderate Speed and Traffic Volumes.

← Geir Community Center 1.5
→ Lansing River Trail 3.5

The Greenway Collaborative, Inc. www.greenwaycollab.com



Named Bike Routes

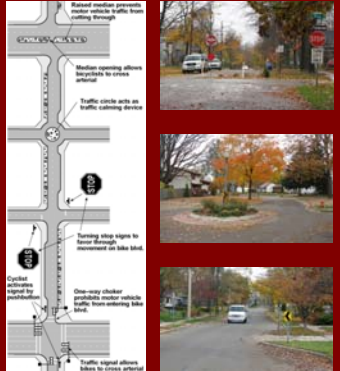
- Potential to Name or Number A Bike Boulevard as a Designated Bike Route
- Could Tie Into A County, Statewide or National Bike Route System
- Tie Into Walk and Bicycle Promotion Programs



The Greenway Collaborative, Inc. www.greenwaycollab.com

Bicycle Boulevards



- Can Take Many Forms
- Discourage Through Motor Vehicle Traffic Through Diverter Islands
- Reduce Speed Through Traffic Calming Measures
- Provide for Through Bicycle Traffic Via Median Openings and Exceptions To One-Way Travel
- Residents Benefit from Reduced and Slowed Traffic



The Greenway Collaborative, Inc. www.greenwaycollab.com

Bicycle Boulevards

- Not As Radical As They May Sound
- The Traffic Calming Projects Are Very Similar to A Bicycle Boulevard

The Key Is To Limit Through Vehicle Traffic In Addition to Designing To Reduce Motor Vehicle Speed

The Greenway Collaborative, Inc. www.greenwaycollab.com

Neighborhood Greenways

- Bicycle Boulevard +
 - Rain Gardens
 - Permeable Pavements
 - Native Plantings
- Can Be Avant-garde or Traditional in Appearance




Many Design Elements Serve Multiple Functions; Making the Street More Pedestrian and/or Bicycle Friendly While Introducing Sustainable Elements.

The Greenway Collaborative, Inc. www.greenwaycollab.com

Additional Neighborhood Greenways Elements


- Art – Linear Art Park
- Community Gardens
- Bicycle Parking
- Pedestrian Amenities
- Make It "Special"




The Greenway Collaborative, Inc. www.greenwaycollab.com

Neighborhood Connectors

- Able To Identify A Some Key Routes – Alternatives to the Bike Lanes



The Greenway Collaborative, Inc. www.greenwaycollab.com



Coordinate Crossing Improvements With Bike Routes


- Provide Ability to Cross Major Roads Comfortably and Safely Mid-block By Adding Facilities Such As Crossing Islands




The Greenway Collaborative, Inc. www.greenwaycollab.com

Actuated Rectangular Rapid Flash Beacon

- High Intensity LED Flashers Area Paired With Crosswalk Signs
- Alternating Flashers Get Motorists Attention When Activated
- Can Be Passively or Push-Button Activated




Context: Busier Faster Primary Roadways




The Greenway Collaborative, Inc. www.greenwaycollab.com

Crossing Island

- Provide Storage Area for Pedestrians to Wait for Acceptable Gaps in the Flow of Traffic
- Zig-Zag Crossing Provide Room for Multiple Bicycles, Trailers and Tandems



Context: 3 Or More Lane Busy And / Or High Speed Roadways



The Greenway Collaborative, Inc. www.greenwaycollab.com

Hybrid Pedestrian Beacon

- New Signal for Pedestrian Crosswalks
- Good For Locations Where There Are Few Usable Gaps In Traffic or Crossing Island Is Not Feasible




Context: High Speed / High Volume Roadways Where A Crossing Island Is Not Practicable



The Greenway Collaborative, Inc. www.greenwaycollab.com

Neighborhood Connectors

- Crossing Improvements Where Neighborhood Connectors Cross Major Roads



The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Richland Ave

- Difficult to Navigate On and Across for Both Bicycles and Pedestrians





The Greenway Collaborative, Inc. www.greenwaycollab.com



Places of Concern – Richland Ave

- Crossing Improvements
- Roundabout
- 4 to 3 Lane Conversion



Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – E. State Street

- Not Very Bicycle or Pedestrian Friendly
- Difficult to Navigate By Bicycle and as a Pedestrian





- Potential Bike Lanes in Two Lane Section But Not in Five Lane Section

The Greenway Collaborative, Inc. www.greenwaycollab.com

East State Street – Near East

- Bike Lanes
 - Lane Narrowing
 - Remove Parking
- Add Crossing Improvements




Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

East State Street – Far East

- Better Connections to Trail
- Bike Parking





Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Uptown

- Difficult to Navigate Around the Area by Bicycle, Crowded Streets and Limited Bike Parking

The Greenway Collaborative, Inc. www.greenwaycollab.com

Uptown

- Bike Lanes on State, Court, Congress
- Shared Use Arrow on Union



Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com



Places of Concern – Court Street

- Difficult to Navigate On and Across for Both Bicycles and Pedestrians




The Greenway Collaborative, Inc. www.greenwaycollab.com

Pedestrian Only Mall Considerations

- Lots of Space to Fill Up
- Loose Critical Mass
- Most Pedestrian Malls Are Now Being Opened Up to Vehicles





The Greenway Collaborative, Inc. www.greenwaycollab.com

Pedestrian Only Mall Considerations

- Lots of Space to Fill Up
- Loose Critical Mass
- Most Pedestrian Malls Are Now Being Opened Up to Vehicles




The Greenway Collaborative, Inc. www.greenwaycollab.com

Court Street Options

- As Is With Shared Use Arrow
- Back in Angle Parking on West Side and Bike Lane On East Side and Maintain Two Lanes of Traffic
- Reduce to One Lane of Through Traffic and Add Bike Lanes in Both Directions – Sheltering Contra-flow Lane
 - Potential to Have Mini-Roundabout Instead of Signals



The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Stimson Ave


- Difficult to Navigate on and Across for Both Bicycles and Pedestrians



The Greenway Collaborative, Inc. www.greenwaycollab.com

Stimson Ave

- Bike Lanes
- Crossing Improvements




The Greenway Collaborative, Inc. www.greenwaycollab.com



Places of Concern – Columbus Road

- Difficult to Navigate by Bicycle, Needs Bike Lanes

The Greenway Collaborative, Inc. www.greenwaycollab.com

Columbus Road

- 4 to 3 Lane Conversion
- Crossing Improvements
- Sidewalks



Potential Facilities	
	Crossing Improvement
	Bike Parking
	Near-Term Bike Lane
	Long-Term Bike Lane
	Long-Term Bike Lane
	Shared Use Trail
	Neighborhood Connectors
	Connector Pathway
	Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Union Street


- Difficult to Navigate by Bicycle, Needs Bike Lanes




The Greenway Collaborative, Inc. www.greenwaycollab.com

Union Street

- Bike Lanes
- Crossing Improvements



Potential Facilities	
	Crossing Improvement
	Bike Parking
	Near-Term Bike Lane
	Long-Term Bike Lane
	Long-Term Bike Lane
	Shared Use Trail
	Neighborhood Connectors
	Connector Pathway
	Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Old Railroad Bridges

- More Connections across the River are Desired




The Greenway Collaborative, Inc. www.greenwaycollab.com

Places of Concern – Accessing Parks

- Being Able to Safely Get To And Access Parks and Recreational Areas By Bicycle




The Greenway Collaborative, Inc. www.greenwaycollab.com




Public Workshop

City of Athens Bicycle and Pedestrian Plan
November 12, 2009

Hockhocking Adena Bikeway

- Expanded Trail Using Old RR Bridges
- Improved Connections to Campus and Commercial Areas



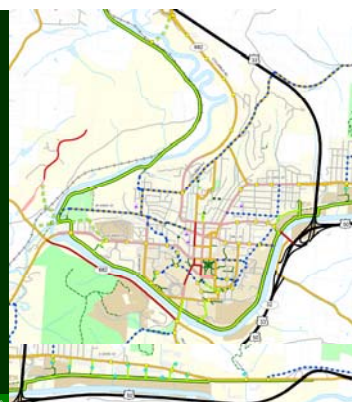
Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

System

- Complete Streets
- Neighborhood Connectors
- Off-Road Trails




Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Shared Use Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

The Greenway Collaborative, Inc. www.greenwaycollab.com

Athens Bicycle and Pedestrian Plan Table Exercises



- Review Corridors and Systems
- Prioritize Near-term Corridors

The Greenway Collaborative, Inc. www.greenwaycollab.com

Questions or Comments



Please Contact:

Norman D. Cox, ASLA
The Greenway Collaborative, Inc.
214 Nickels Arcade
Ann Arbor, MI 48104
Phone 734-668-8848
norm@greenwaycollab.com
www.greenwaycollab.com

The Greenway Collaborative, Inc. www.greenwaycollab.com



THE GREENWAY COLLABORATIVE, INC.
Greenways, Complete Streets and Sustainable Design since 1993