


City of Athens Bicycle and Pedestrian Plan



Public Workshop

Athens City Council Chambers
8 East Washington Street
Thursday, September 17, 2009
7:00 to 9:00 PM

The Greenway Collaborative, Inc. www.greenwaycollab.com

Meeting Agenda


- Project Overview
- Sampling of Current Best Practices
- Preliminary Inventory and Analysis Findings
- Preliminary Survey Results
- Project Expectations Table Exercise
- Places of Concern Table Exercise
- Applying Best Practices
- Report Out



Meeting Goal:
To Set Direction for Project

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Athens Bicycle and Pedestrian Plan Sampling of Current Best Practices



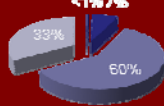
- ❖ Bicycle Facilities
- ❖ Share Use Facilities
- ❖ Pedestrian Facilities

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Four Types of Bicyclists

- Strong & Fearless
 - <1%
 - Always Biking
 - Any Road Regardless of Condition
- Enthused & Confident
 - 7%
 - Frequently Bike
 - Like Designated Facilities Such As Bike Lanes
- Interested but Concerned
 - 60%
 - Occasional Rider
 - Local Roads and Trails
- No Way, No How
 - 33%

Bicycle Types



Not Really This Clear Cut. There Is Movement Between the Groups.

Developed by Roger Geller, Bicycle Coordinator, Portland Office of Transportation

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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
- Ideally, Width Increases As Traffic Speed and Volume Increases
- May Be Placed Next to On-Street Parking If Appropriate Measures Are Taken



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

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Sidewalks/Sidepaths vs. Bike Lanes

- Motorists Are Not Looking for Bicyclists on Sidewalks or Sidepaths Especially When They Are Bicycling Opposite the Flow of Traffic
- Bicycling on the Sidewalk is Generally Slower and More Inconvenient than Bicycling on the Roadway.
 - the presence of pedestrians
 - motorists that block the sidewalk or crosswalk.



Bicycles are vehicles!
There is a reason experienced bicyclists Travel on the road.

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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
- Used to Reduce Motorized Travel on A Roadway
- Generally Done In Short Segments
- Some Issues With Visibility At Intersections



Court Street Contra-flow Lane

Target Audience: "Enthusied and Confident" Bicyclists

Context: Generally Used on Low Volume and Low Speed Collectors and Arterials In Urban Areas

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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
- Currently "Experimental" Marking, But Planned to Be Included in Next Version of the Manual of Traffic Control Devices



Target Audience: "Enthusied and Confident" Bicyclists

Context: Used on Lower Speed Primary Roads Typically in Downtown Areas

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Signed Shared Roadways

- 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

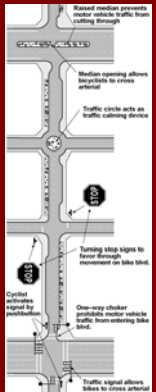



Context: Generally Used on Local Residential Roads and Rural Routes with Moderate Speed and Traffic Volumes.



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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

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Covered Secure Bike Parking

- AKA "Bike Cage"
- Access Controlled By Card or Pass Code
- Protected From Elements
- May Have Amenities Such As Lockers, Compressed Air and Vending Machines with Tubes and Repair Kits
- User Typically Pay Yearly Fee \$60 - \$100
- Many Variations From Simple Shed to Attended "Bike Station"



Target Audience: All Bicyclists

Context: City Core, Campus and Residential Complexes. Often Placed in Parking Decks

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Off-Road Trail – Shared Use

- 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
- Often A Community Jewel
- 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.

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Sidepath – Shared Use

- A Shared Use Path Adjacent to a Roadway
 - 10' Min Width
 - 2' Clear Areas
 - Separated From Road
- Many Operational Difficulties Primarily Due to Conflicts At Intersecting Driveways and Roadways
- Many Bicyclists Will Still Prefer to Bike in the Road
- In Some Applications a Glorified Sidewalk




Target Audience: "Interested but Concerned" Bicyclists

Context: Used Along Busy or High Speed Primary Roads In Areas With Very Few Driveway Intersections.

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Sidewalk

- Should Be Located on Both Sides of the Road
- Ideally Set Back From The Roadway and Barriers Between The Roadway And The Sidewalk
 - Trees
 - Light Poles
 - Parked Cars
- 5' Typical Minimum Width, Wider Downtown
- Primarily Intended For Pedestrians



Context: Generally In Urban and Close-In Suburban Areas

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Wide Sidewalk (6-8' wide)

- Allow Two Pedestrians to Comfortably Walk Side by Side
- Suitable For Light Bicycle Use By Novice Bicyclists But Not A Designated Bicycle Facility




Context: Generally In More Suburban and Rural Areas Along Busier Primary Roadways

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Basic Crosswalk

- Serve as Pedestrian Right-of-Way Across a Street
- Usually Occurring at an Intersection Where the Crosswalk Become an Extension of a Sidewalk or Shoulder Across the Intersection
- Inform Motorists of the Location of A Pedestrian Crossing so That They Have Time to Yield to A Crossing Pedestrian




Context: 2 Lane Lower Speed Lower Volume Roads


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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
- Solar Power Options
- Can Be Linked to Advance Warning Signs
- 80 to 90% Adherence After 1 Year in Test
- Interim Approval by FHWA To Use




Context: Busier Faster Primary Roadways




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Crossing Island

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

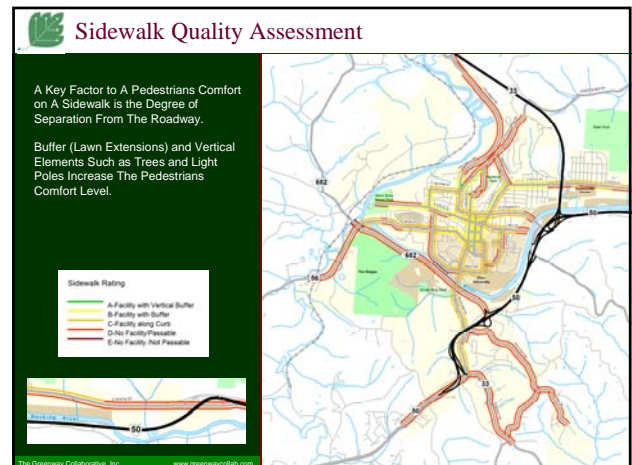
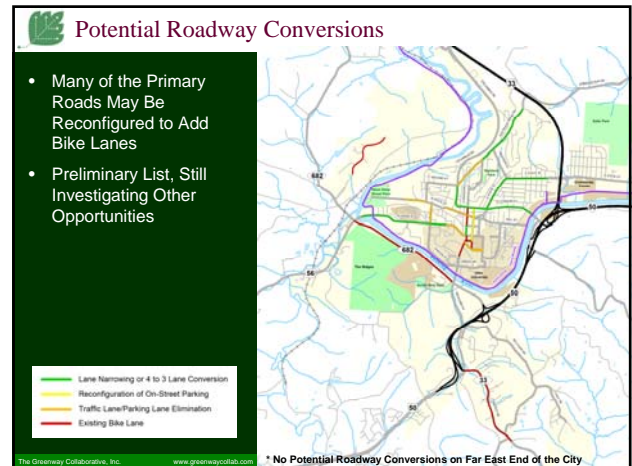
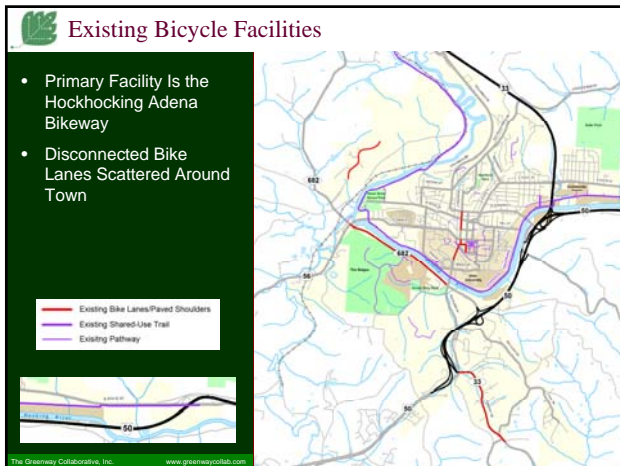
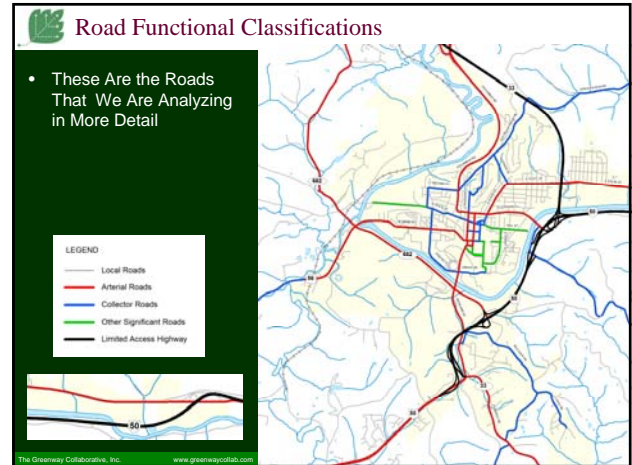
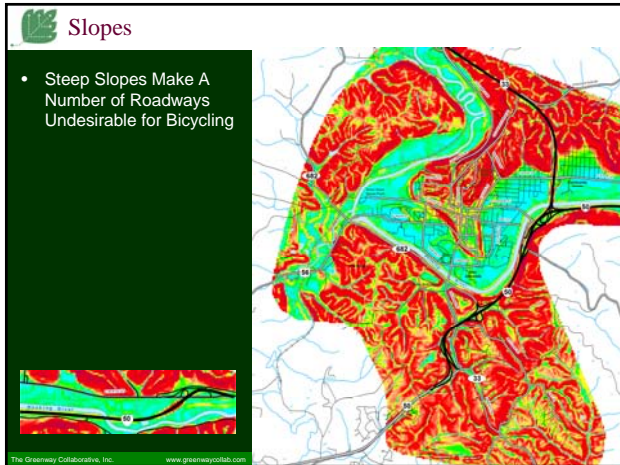


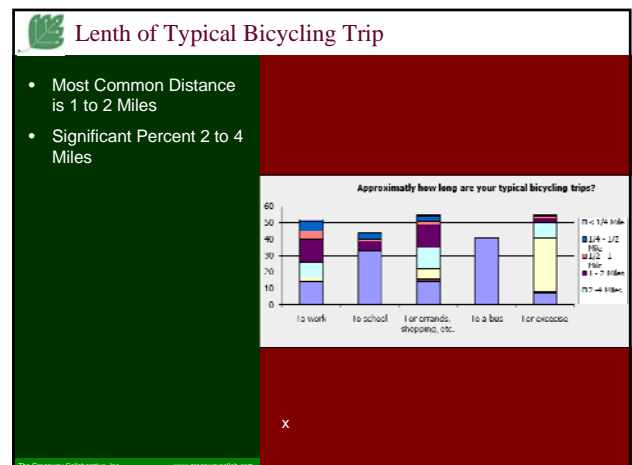
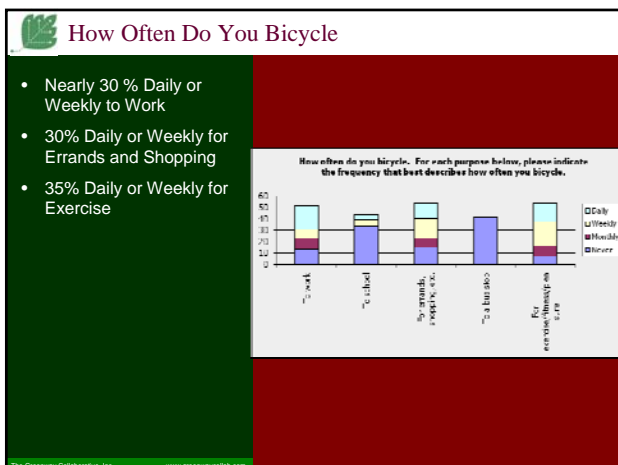
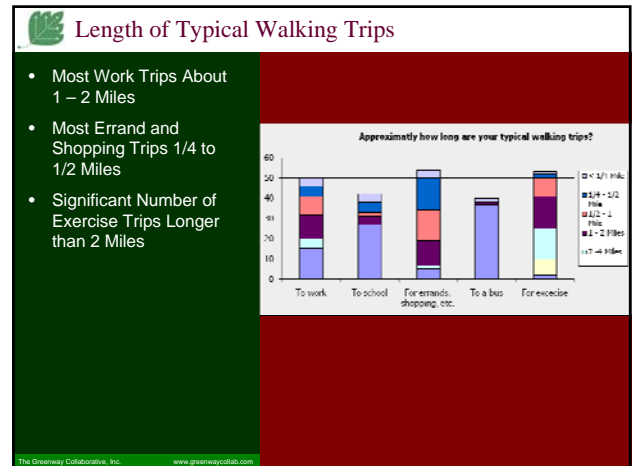
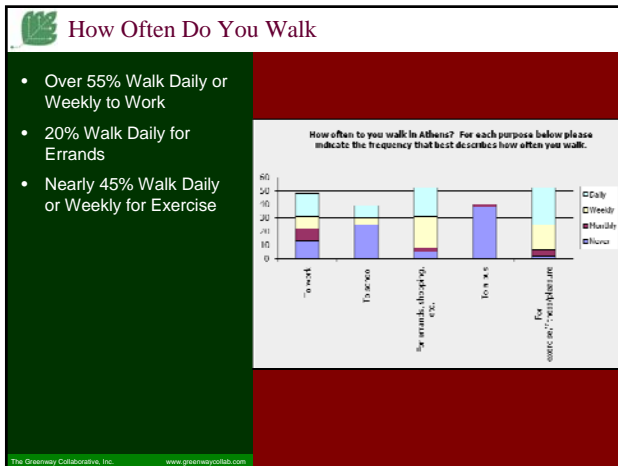
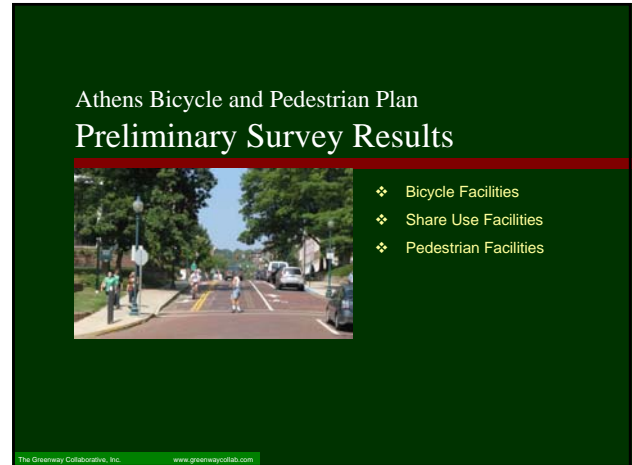
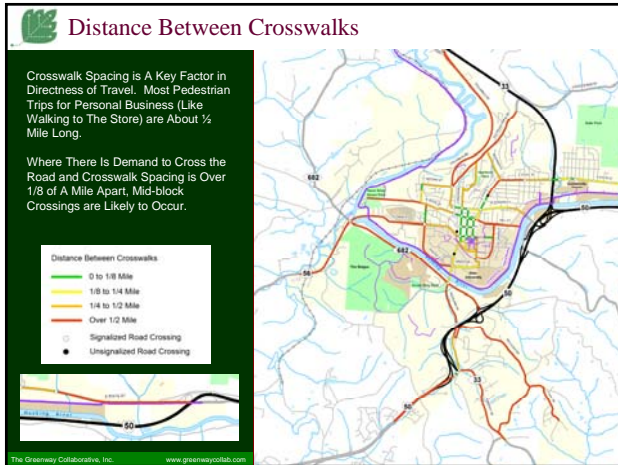
Context: 3 Or More Lane Busy And / Or High Speed Roadways



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Comfort Level Bicycling in Different Conditions

- Majority Are Comfortable or Somewhat Comfortable on
 - Primary Roads with Bike Lanes
 - Residential Roads without Any Special Facilities
- Almost Everyone Is Comfortable on A Pathway Away From A Road
- Majority are Somewhat Uncomfortable On Sidewalks

Please provide your comfort level when bicycling in the following condition:

Legend: Comfortable, Somewhat comfortable, Somewhat uncomfortable, Very uncomfortable

Impediments to Bicycling More

- Busy Roads Without Bike Lanes The Biggest Issue
- Steep Slopes and the Availability of Parking Also Issues

What are some of the impediments or barriers that prevent you from bicycling more?

Legend: Significant issue, Somewhat of an issue, Minor issue, Not an issue

Athens Bicycle and Pedestrian Plan Table Exercises

- Desired Project Outcomes
- Areas of Concern
- Applying Best Practices

Desired Outcomes From Web Survey

- Easy, Safe and Usable Non-motorized Facilities.
- More Bike Lanes, Especially on Major Roads
- Better Education Efforts to Create Cooperation Between Drivers and Bicyclists
- More Off-Road Facilities for Bicyclists, Including Mountain Biking Trails
- Bicycle and Pedestrian Connectivity Throughout The City
- Increase the Number of People Who Use Non-motorized Transportation in The City
- More Bike Parking, Including Safe, Secured and Covered Facilities
- Well Maintained and Connected Sidewalk System
- Improve Bicycle Access Throughout Town, Especially to Bike Path and Commercial Areas
- In General, the City Becomes More Bicycle and Pedestrian Friendly

Additional Desired Project Outcomes

- Appoint A Table Moderator/Recorder
- Go Around The Table And Add Additional Outcomes
 - Record on Sheet
- After You Have Been Around The Table Twice Place Three Check Marks Next To Your Priorities
 - Individuals Can Not Place More Than One Vote On Any Areas

Be Respective of All Opinions
Only One Comment Per Turn
Be Nice to the Table Recorder by Providing Concise Statements

Top 8 Specific Places of Concern



- Richland Ave is difficult to navigate on and across for both bicycles and pedestrians.
- E State Street is not very bicycle or pedestrian friendly and is difficult to navigate for both bicycles and pedestrians.
- Stimson Ave is difficult to navigate on and across for both bicycles and pedestrians.
- Court Street is difficult to navigate on by bicycle, heavy vehicular and pedestrian traffic, and needs bike lanes.
- Columbus Road is difficult to navigate by bicycle and needs bike lanes.
- Union Street is difficult to navigate by bicycle and needs bike lanes.
- Uptown is difficult to navigate around by bicycle, there are crowded streets and limited bike parking.
- Ability to safely get to and access the parks and recreations areas by bicycle is desired.

Legend: Specific Places of Concern



Places of Concern – Richland Ave

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

Difficult to Add Bike Lanes To Existing Configuration. Potential to Add Bike Lanes By Eliminating Center Turn Lane – This Would Require Roundabouts At Intersections

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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






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Places of Concern – Stimson Ave

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



Potential to Add Bike Lanes

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Places of Concern – Court Street

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



Potential to Add Bike Lanes By Having Angle Parking On One Side, Two Travel Lanes and One Bike Lane

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Places of Concern – Columbus Road

- Difficult to Navigate by Bicycle, Needs Bike Lanes



Need to Look Into Traffic Volumes

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Places of Concern – Union Street

- Difficult to Navigate by Bicycle, Needs Bike Lanes




Potential to Add Bike Lanes

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Places of Concern – Uptown

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



Potential to Add Bike Lanes on Some Streets and Add Covered Secured Bike Parking

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Places of Concern – Accessing Parks

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



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Additional Places of Concern

- Appoint A Table Recorder
- Go Around The Table And Add Other Places
 - Record on Sheet
 - Mark On Map
- After You Have Been Around The Table Twice Place Three Check Marks Next To Your Priorities
 - Individuals Can Not Place More Than One Vote On Any Areas



Be Respective of All Opinions
Only One Comment Per Turn
Be Nice to the Table Recorder by Providing Concise Statements

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Applying Best Practices

- Bike Lanes (BL)
- Contra-flow Bike Lanes (CBL)
- Shared Use Arrow (SUA)
- Signed Shared Roadway (SSR)
- Bike Boulevard (BB)
- Covered Secure Parking (CSP)
- Off-Road Trail (ORT)
- Sidepath (SP)
- Sidewalk (SW)
- Wide Sidewalk (WSW)
- Basic Crosswalk (BCW)
- Rapid Flash Beacon Crosswalk (RFB)
- Crossing Island (CI)
- Hybrid Pedestrian Signal (HPS)

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Questions or Comments



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