TUESDAY
MAY 12 2020
9 A.M.

Coffee and Conversation
with Kimley-Horn’s Jeff Whitacre

Best Practices for Design and Planning for Pedestrians and Cyclists

COFFEE AND CONVERSATIONS
HOSTED BY JEFF WHITACRE
OVERVIEW – WHAT ARE THE C’S OF CYCLING

- Coherent
- Comfortable
- Complete
- Compliant
- Connected
- Constructible
- Continuous
- Culture
- Bonus: Context

Plan Appropriately; Design Accordingly; Consider Beyond the Rights-of-Way
Separated bike lanes, also known as protected bike lanes or cycle tracks, dedicate exclusive space for bicyclists that is on-street or adjacent to the street and provide some type of vertical separation between the bike lane and motor vehicle traffic.

National Design Guidance

An increasing amount of guidance for the proper design of separated facilities is now available:

- AASHTO Guide for the Development of Bicycle Facilities
- Institute of Transportation Engineers (ITE)
- National Association of City Transportation Officials (NACTO)
- Federal Highway Administration (FHWA)
- Massachusetts Department of Transportation (MassDOT)
- Minnesota Department of Transportation (2020)
- TxDOT – 2021?
Why are Cities Building Separated Bike Lanes?

- Increased bicycle ridership
- Safer and more comfortable bicycling
- Increased comfort and predictability for drivers
- Reduced sidewalk bicycling
- Calmer traffic and safer streets for pedestrians
- Supported economic growth
TYPES OF SEPARATION
REMOVABLE/SEMI-PERMANENT OPTIONS

Plastic Delineator Posts

Parking Stops/Linear Barriers
TYPES OF SEPARATION
REMOVABLE/SEMI-PERMANENT OPTIONS

Turtle/Large Bumps

Oblong Low Bumps (Armadillos)

Planter Boxes
TYPES OF SEPARATION
PERMANENT OPTIONS

Bollards
Concrete Barriers
Concrete Median/Curbs
COMFORTABLE COLLEGE STATION

Holleman Drive

Diamondback

Lakeway
COMFORTABLE SIDEWALK WIDTHS AND BUFFERS
CONTINUOUS: DON’T GIVE UP AT THE INTERSECTION
## INTERSECTION STRATEGIES

<p>| Green Colored Pavement | Driveways &amp; Unsignalized Intersections | Approaching Signalized Intersections: Right-Turns! |</p>
<table>
<thead>
<tr>
<th>INTERSECTION STRATEGIES</th>
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<tr>
<td><strong>Two-Stage Turn Queue Box</strong></td>
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<tr>
<td><strong>Bike Box</strong></td>
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<td><strong>Protected Intersection</strong></td>
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CONTINUOUS:
DON'T LEAVE GAPS
MID-BLOCK CROSSINGS

- High Visibility – Marked Crosswalks
- "Local and Minor Collectors"
- Active RRFB
- "Major Collectors"
- Stop PHB
- "Arterials"
CONTINUOUS COLLEGE STATION
CONSTRUCTIBLE

Converting Collectors Can be Cost Effective

Simple but Effective

Raised Pavement Markers between 2 layers of white thermoplastic
CONSTRUCTIBLE
DON’T FORGET MAINTAINABLE!

Striping is great,
but

- Develop a Maintenance Program
- Conflict Points use Thermoplastic
COMPLIANT

Shared Paths need to be ADA Compliant

- Grades can be deceiving
- Ramps can be complicated
POLLING QUESTION

WHAT’S IMPORTANT?
CONNECTED - LOCALLY

Are Landscaping Buffer Amenities?
Great Cross Access For Cars and University Drive Traffic
Schools

Love connections from neighborhoods to schools?
CONNECTED

Intersection Density

- Great indicator of walkability
- Block Length

Collector Network

- Great indicator of bikeability
- Needs to connect
POLLING QUESTIONS
FOCUS LOCALLY OR REGIONAL CONNECTIVITY
Bike App

Pedestrian Standards in a Parking Lot

Signage and Wayfinding

Marked Crosswalks
Every vehicle becomes has a future pedestrian trip
Everyone transit stop has a pedestrian
Cyclists have to park too
CULTURE
CULTURE IDEAS: LIMITLESS

- Bicycle and Pedestrian Advisory Board with a Budget
- Walk and Bike Friendly City
- Bicycle Patrols
- Open Streets (Even Permanent)
- Distribute bike lights, etc
- Bicycle Benefits Program
- Data...
- Completes Streets tied Safety Program
Pedestrians and Cyclists Choose Routes Differently

3 mph or 10 mph can observe things different

Like to ride together and talk

Details matter
LET’S ASK AGAIN?
FEEDBACK?