Incorporating On-Road Bicycle Networks into Resurfacing Projects

MPO TAC Presentation
September 7, 2016
Chapter 1: Introduction

Why?

• Create Connected Networks
• Federal and Local Support for Bicycling
• Cost Efficiencies
• Create Safer and More Comfortable Roadways
• Significant Amounts of Money are Invested in Resurfacing

bike-way (noun): any facility that is open for the use of bicyclists. Refers to standard bicycle lanes and buffered or separated bike lanes.
Chapter 2: Resurfacing Process and Timelines

YEAR 1

- Update pavement conditions
- Produce draft resurfacing list
- Compare selected projects to bike plan
- Reshuffle projects as needed

YEAR 2

- Conduct project fieldwork; Begin Public engagement
- Prepare marking and construction plans
- Finalize paving plans; bid and let projects
- Resurfacing projects begin
Chapter 3: Methods for Including Bikeways

Toolbox for Design Flexibility

- Lane Narrowing/ Lane Diet
- Roadway Reconfiguration/ Road Diet/ Lane Elimination
- Parking Removal
Chapter 4: Cost and Material Considerations

<table>
<thead>
<tr>
<th>Material</th>
<th>Initial Relative Cost</th>
<th>Lifespan (Months)</th>
<th>Retro-reflectivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint</td>
<td>$</td>
<td>3 - 24</td>
<td>●</td>
</tr>
<tr>
<td>Epoxy Paint</td>
<td>$$</td>
<td>24 - 48</td>
<td>●●</td>
</tr>
<tr>
<td>Thermoplastic (sprayed)</td>
<td>$$$</td>
<td>48 – 72*</td>
<td>●●</td>
</tr>
<tr>
<td>Preformed Tape</td>
<td>$$$$$</td>
<td>36 – 96*</td>
<td>●●●</td>
</tr>
</tbody>
</table>

Note: Estimates based on 2014 comparative costs.

* Thermoplastic and tape have shortened life spans in snowy areas where they are often damaged by snowplows.
Other Opportunistic Approaches to Bicycle Implementation

Opportunistic Approach to Bicycle Implementation

- Bike lane implementation as part or resurfacing, reconstruction and routine maintenance.
- Complete Street policies
- Private sector development activity
- Coordination with major capital projects
- Shared – use paths co-located with utilities infrastructure.
- Rails to Trails and Rails with Trails projects.
Chapter 5: Conclusion and End Notes

Design

- Institute of Traffic Engineers (ITE)
- National Association of City Transportation Officials (NACTO)
- Federal Highway Administration (FHWA)

ADA

- Department of Justice/Department of transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing
  http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta/cfm