

FORT WORTH



bike! fort worth

February 2011

# Overview

- Funding/Program Overview
- Bicycle racks
- On-street facilities
- Alternative designs
- Lessons Learned



# Funding Overview

- **Department of Energy:** Energy, Efficiency and Conservation Block Grant
  - \$380,000 from \$6.7 million (overall)
  - No matching requirement
- Will fund:
  - 10.6 miles of on-street bicycle facilities
  - 250 bike racks

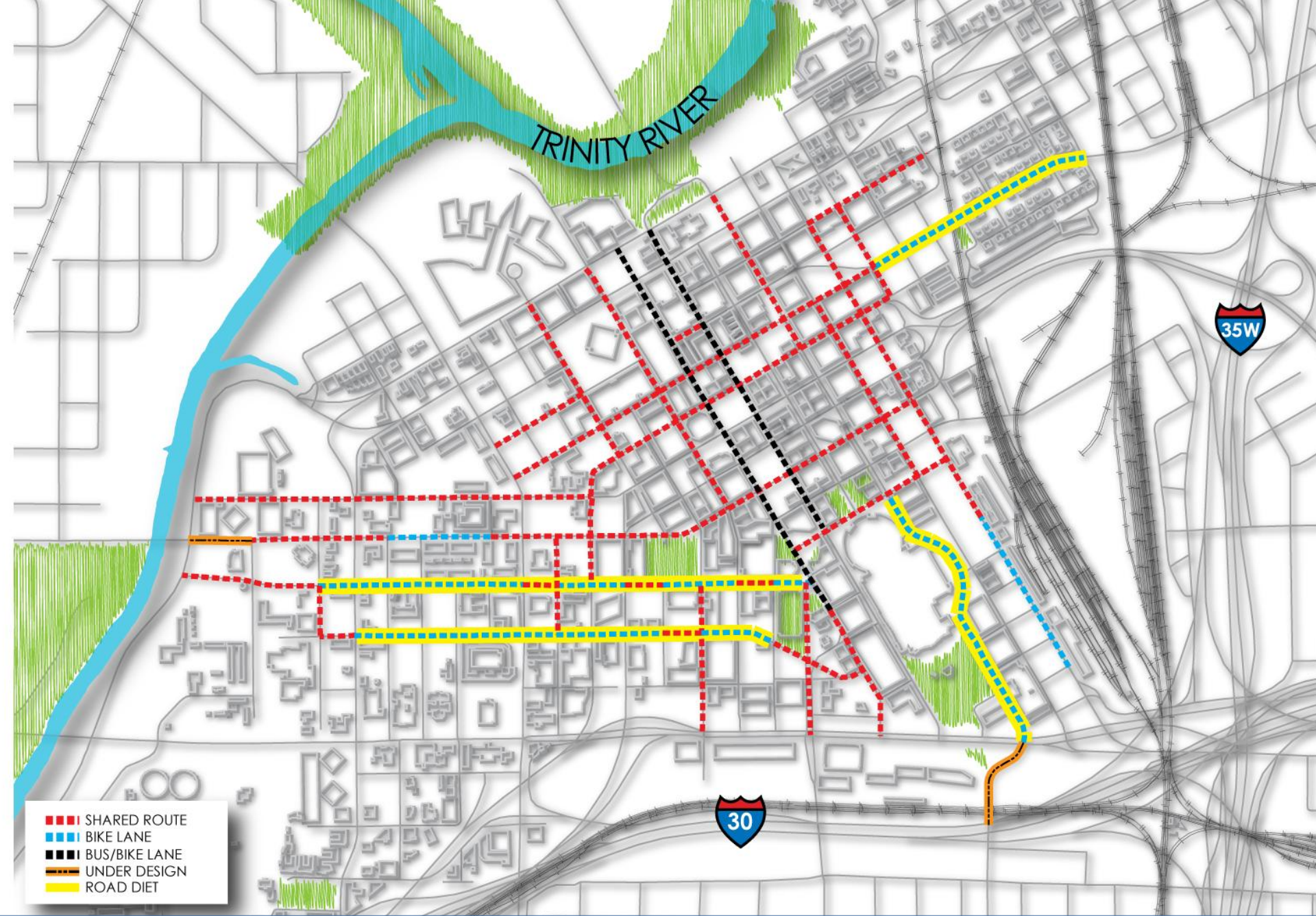


# Grant Funding Goals

- Eligible for projects and programs designed to:
  - **Reduce fossil fuel emissions;**
  - Reduce the total energy use of the eligible entities;
  - **Improve energy efficiency in the transportation, building, and other appropriate sectors; and**
  - Create and retain jobs

# Cost Breakdown

Engineering Consultant	\$	127,000.00
Striping	\$	190,000.00
Bike Rack purchase	\$	25,000.00
Street Signs	\$	20,000.00
Bike Rack Installation	\$	18,000.00
	\$	380,000.00



# Facilities Breakdown



\*Reduced vehicle lane width

# Bike Racks

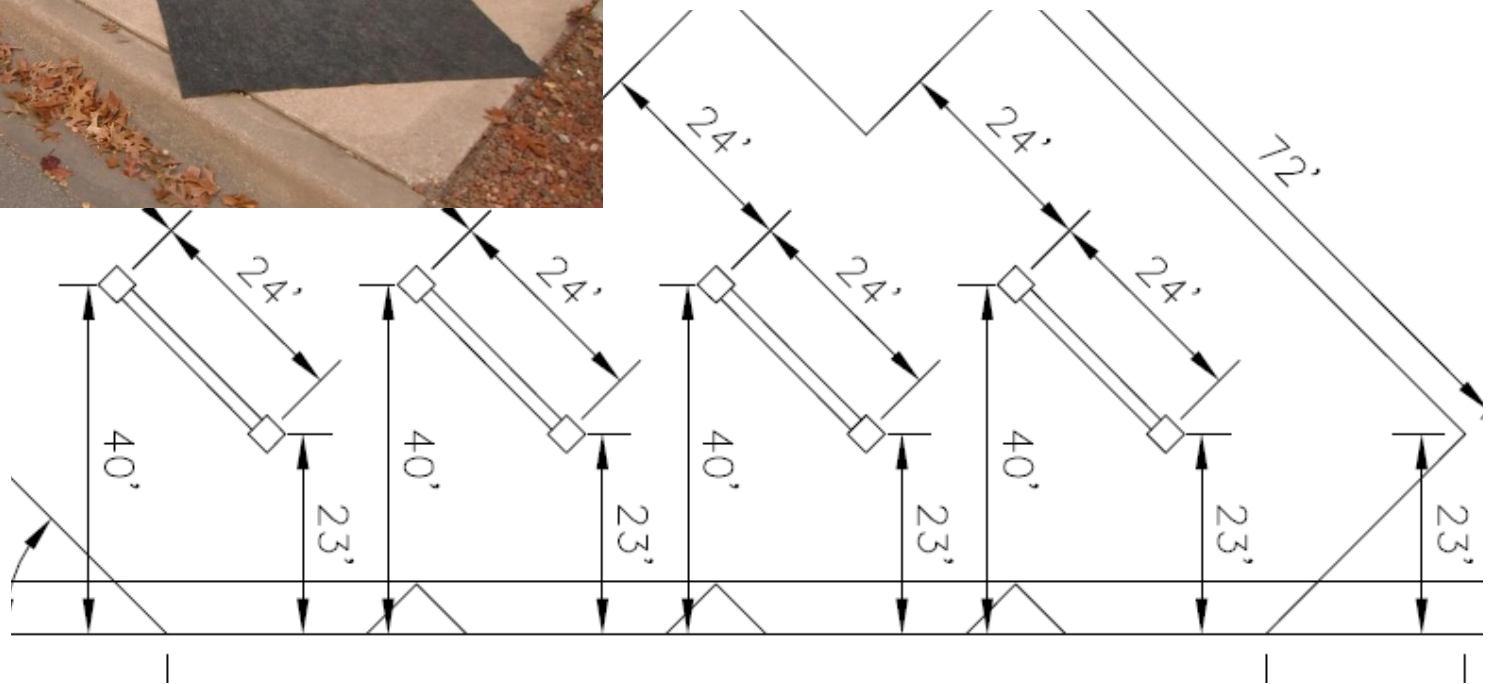
- Keep in mind:
  - Installation on private property
  - Valet stands
  - Historic Preservation Requirements (for federal money)
  - Transit, destination and workplace locations
  - Pedestrian/ADA clearance
  - In-ground or surface mount

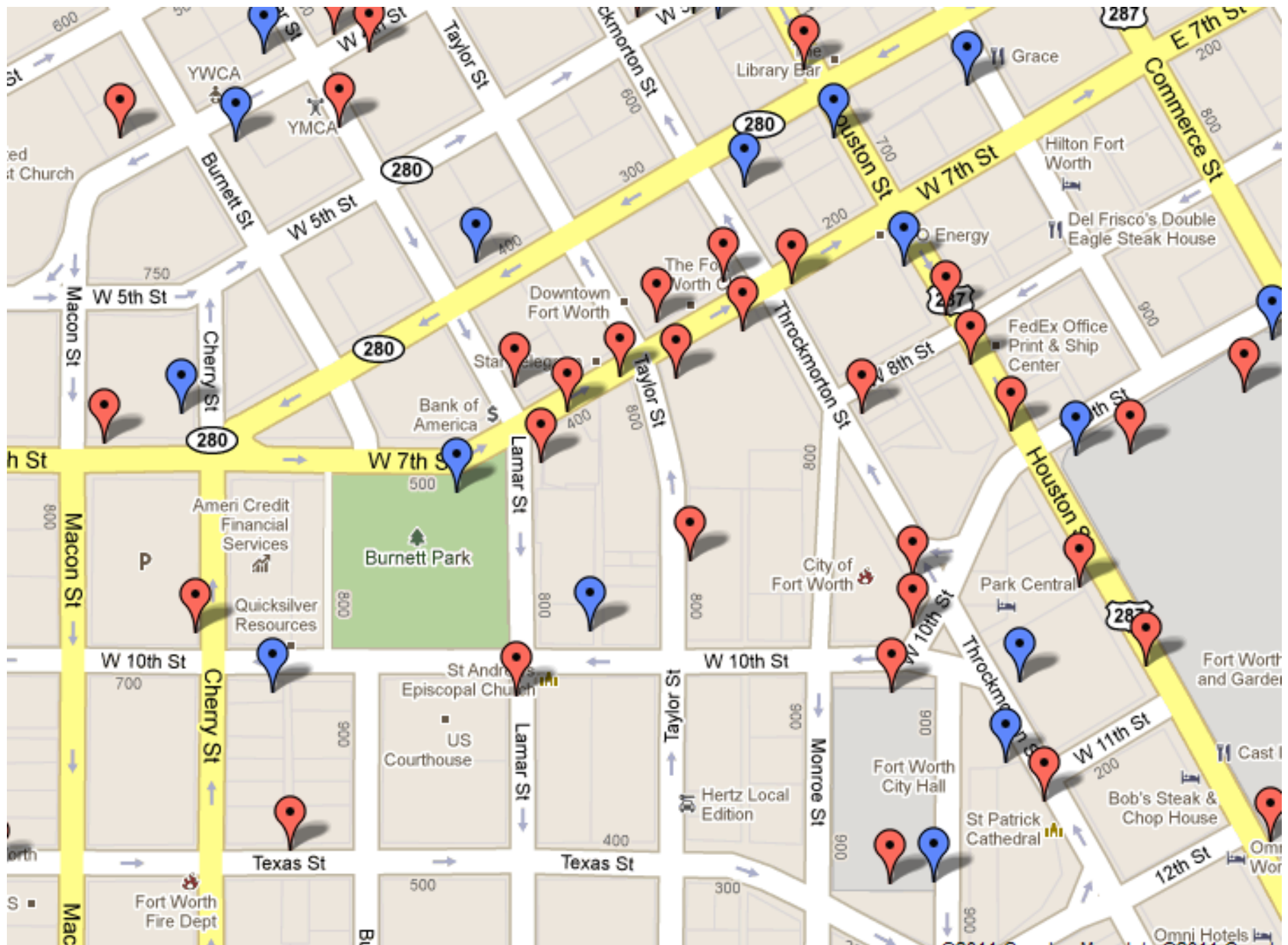


# Siting Bike Racks



- Use visual dimensions
- Standard details for installations





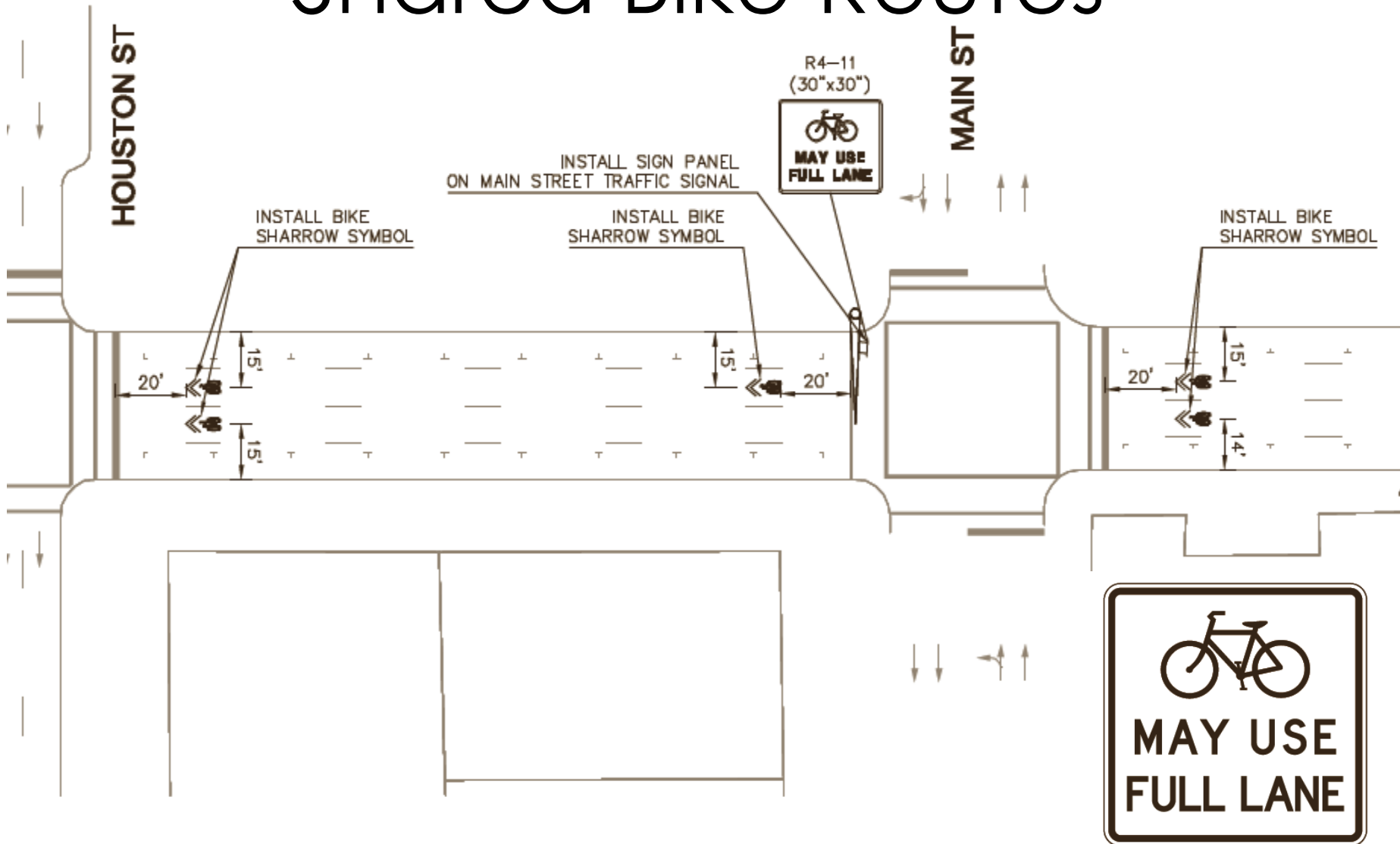
# On-Street Design

- Focused on comprehensive network to connect destinations and transit
- Balance needs of all users in design
  - Vehicles, pedestrians, persons with disabilities, bicyclists (etc...)
- Retrofit old roadway infrastructure

# Shared Bike Routes

- Typical lane width 11'
- One-way streets: dual sharrows for left turn movements
- 250' spacing of sharrows; 20' from intersection stop bar

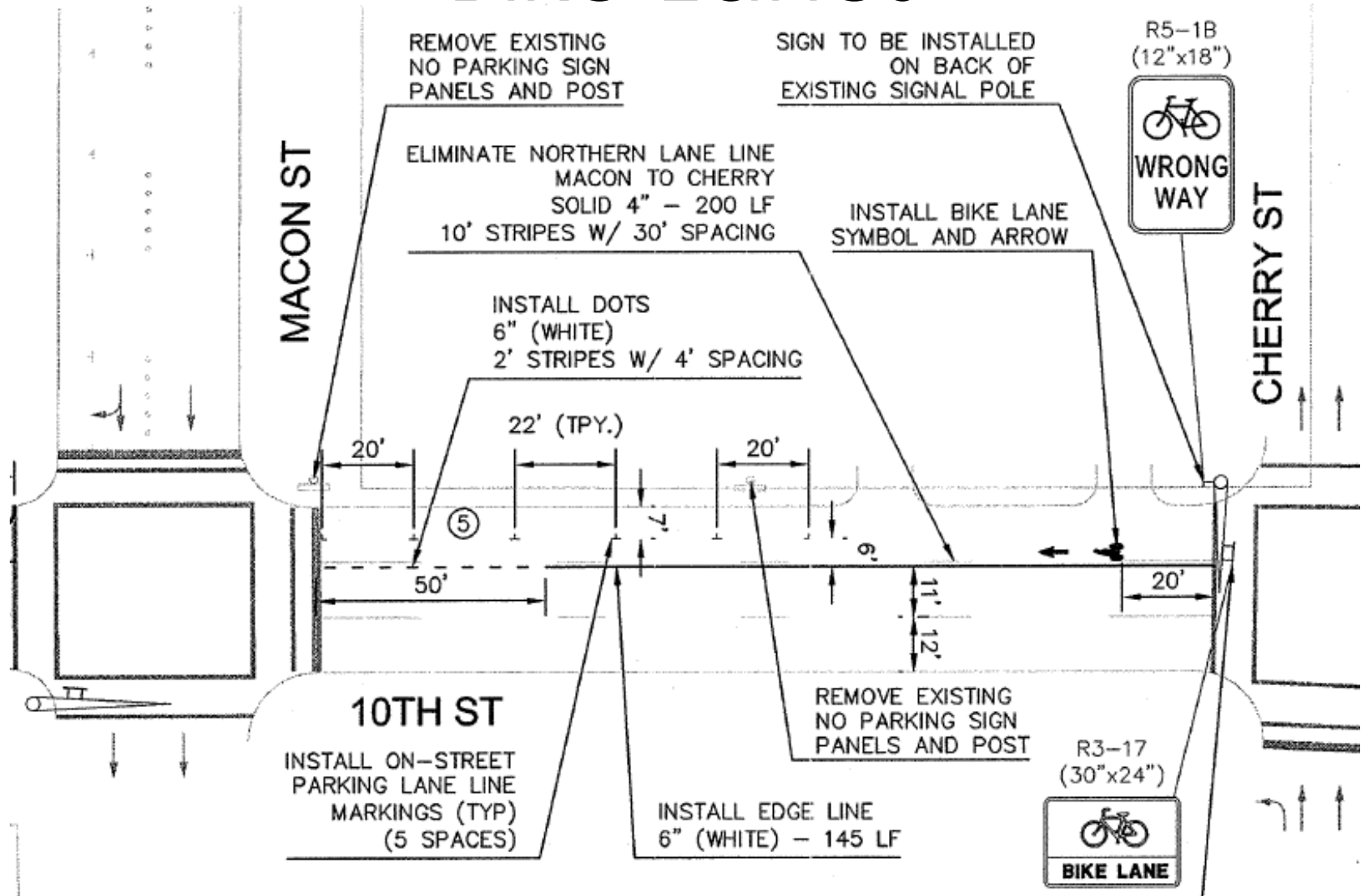
# Shared Bike Routes



# Bike Lanes/Design

- Generally 6' bike lanes; 5' minimum
  - Pavement marking 20' from intersection

# Bike Lanes



# General Signage



R3-17



W11-1\*



W16-1P\*



R5-1b

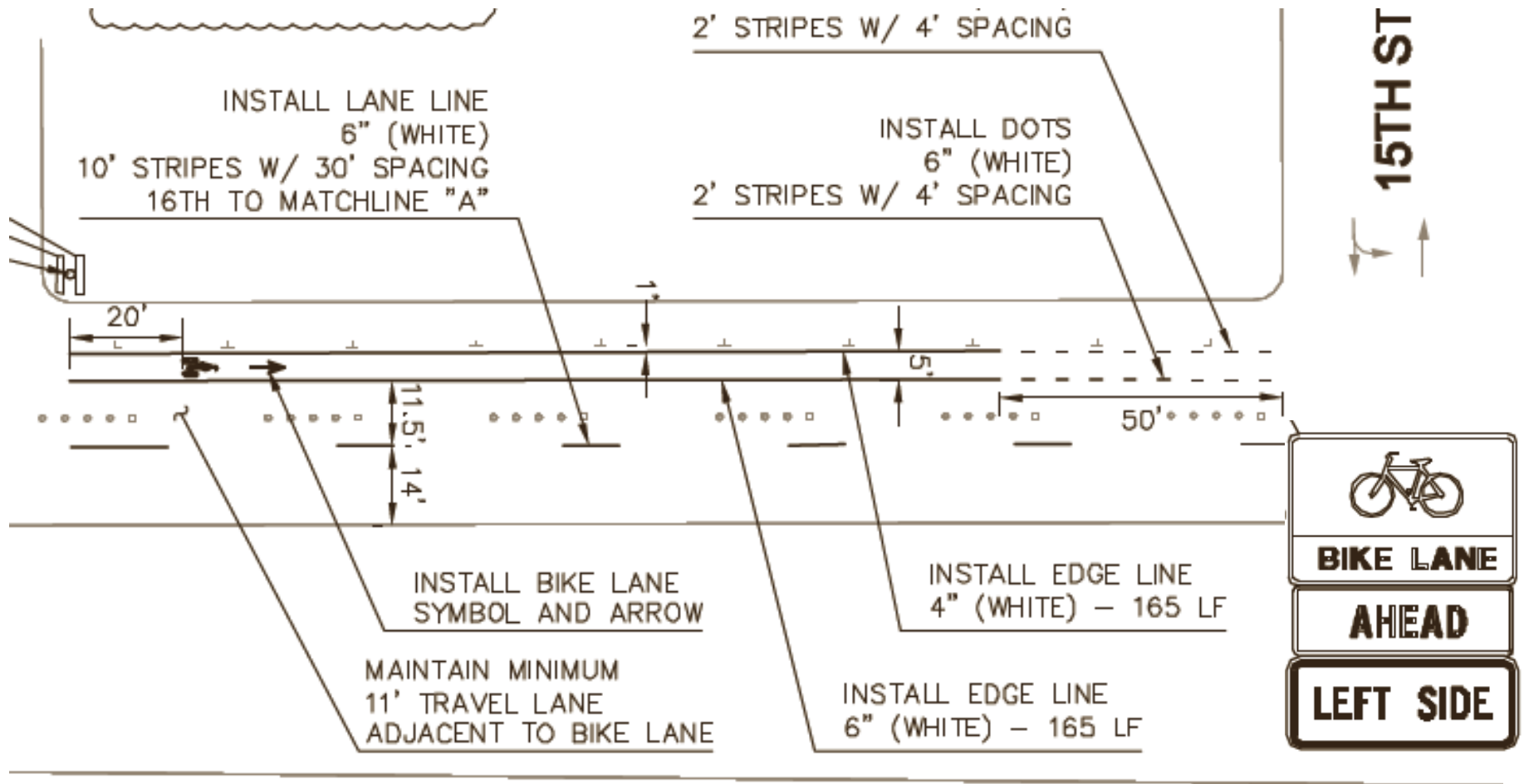


R4-11

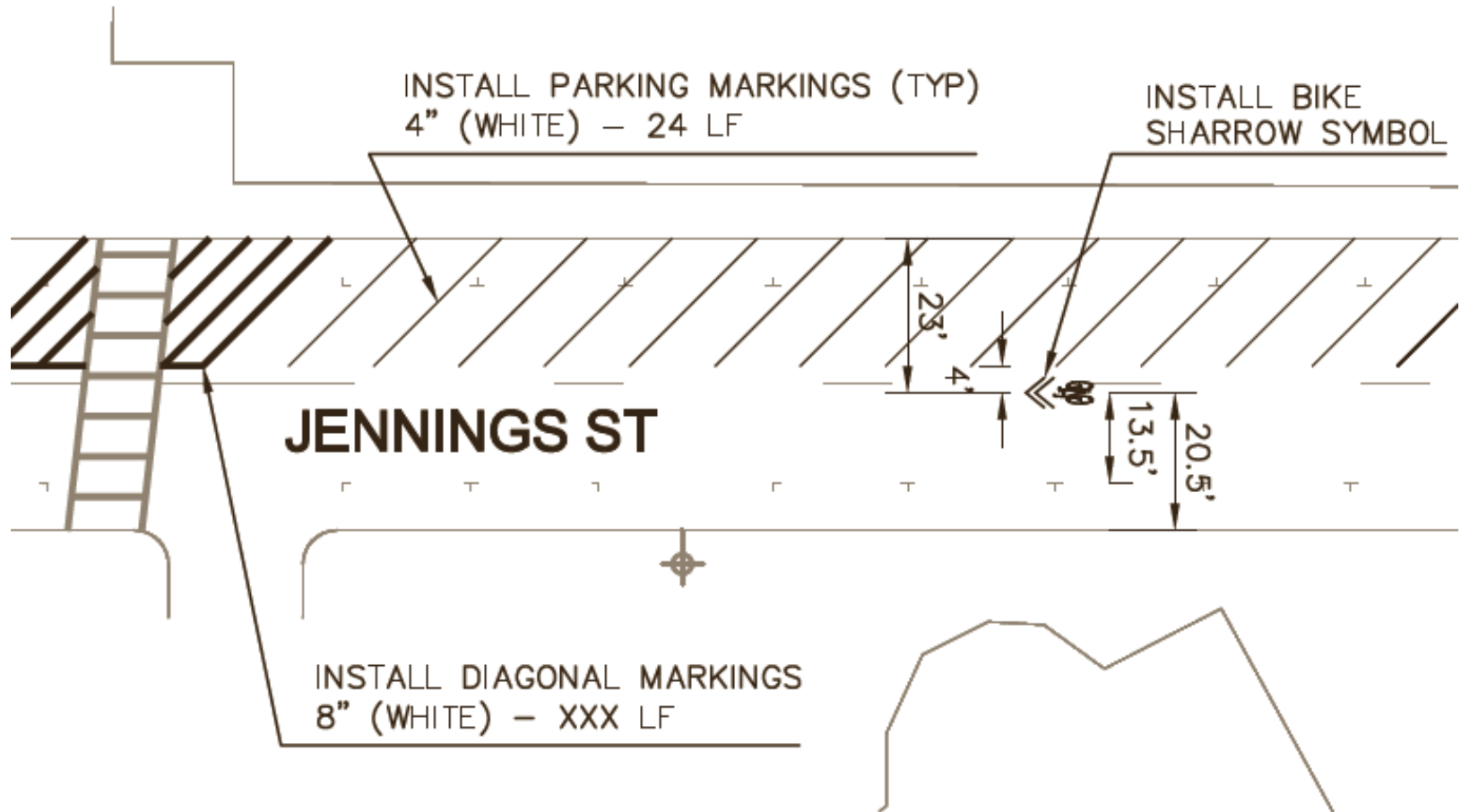
# Alternative Treatments

- Left-side bike lane
- Back-in angled parking with sharrows
- Bus/Bike Lanes
- Road Diets

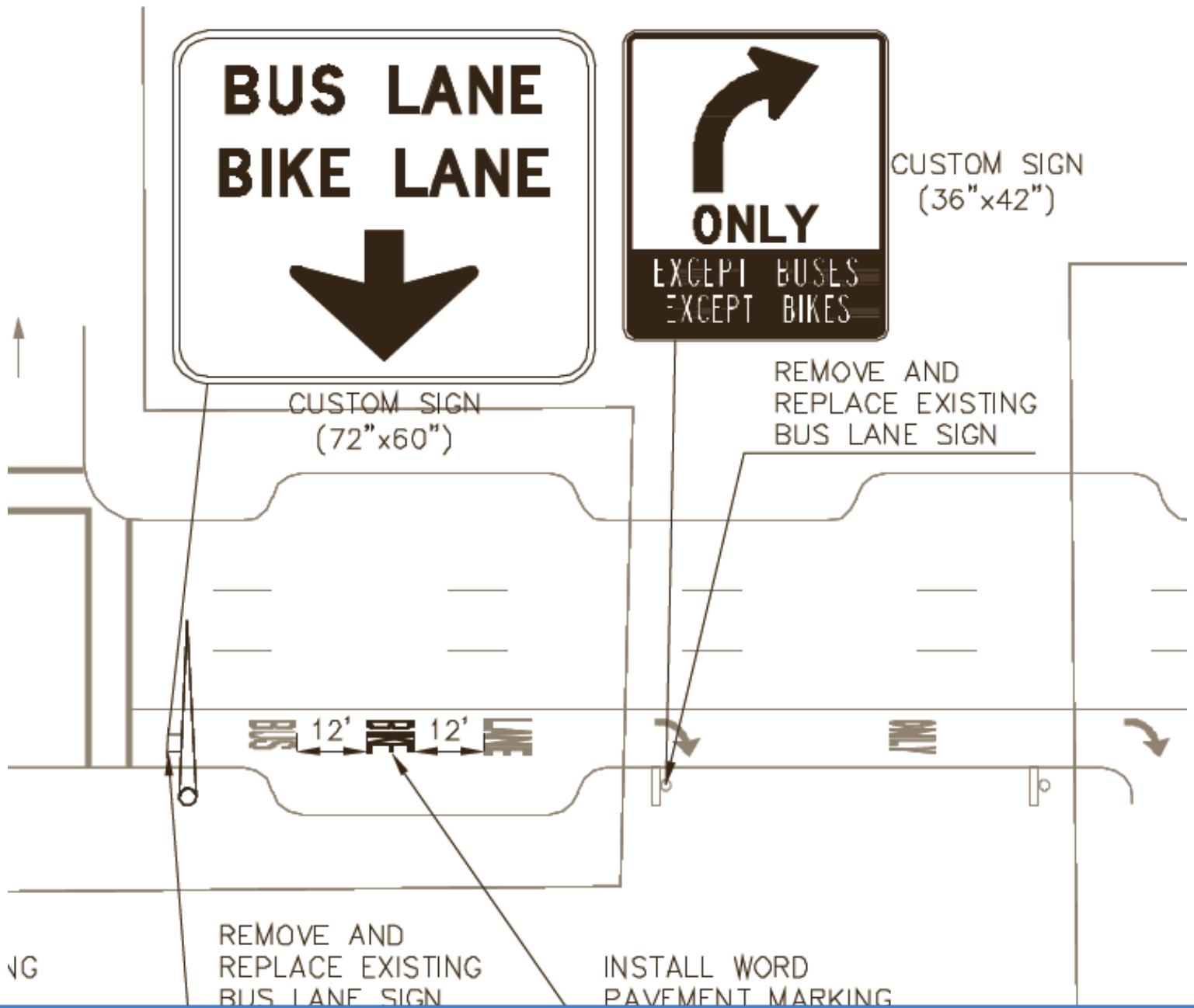
# Left-Side Bike Lane



# Back-in Angle Parking (Preliminary)



# Bus/Bike Lane



REMOVE AND  
REPLACE EXISTING  
BUS LANE SIGN

INSTALL WORD  
PAVEMENT MARKING

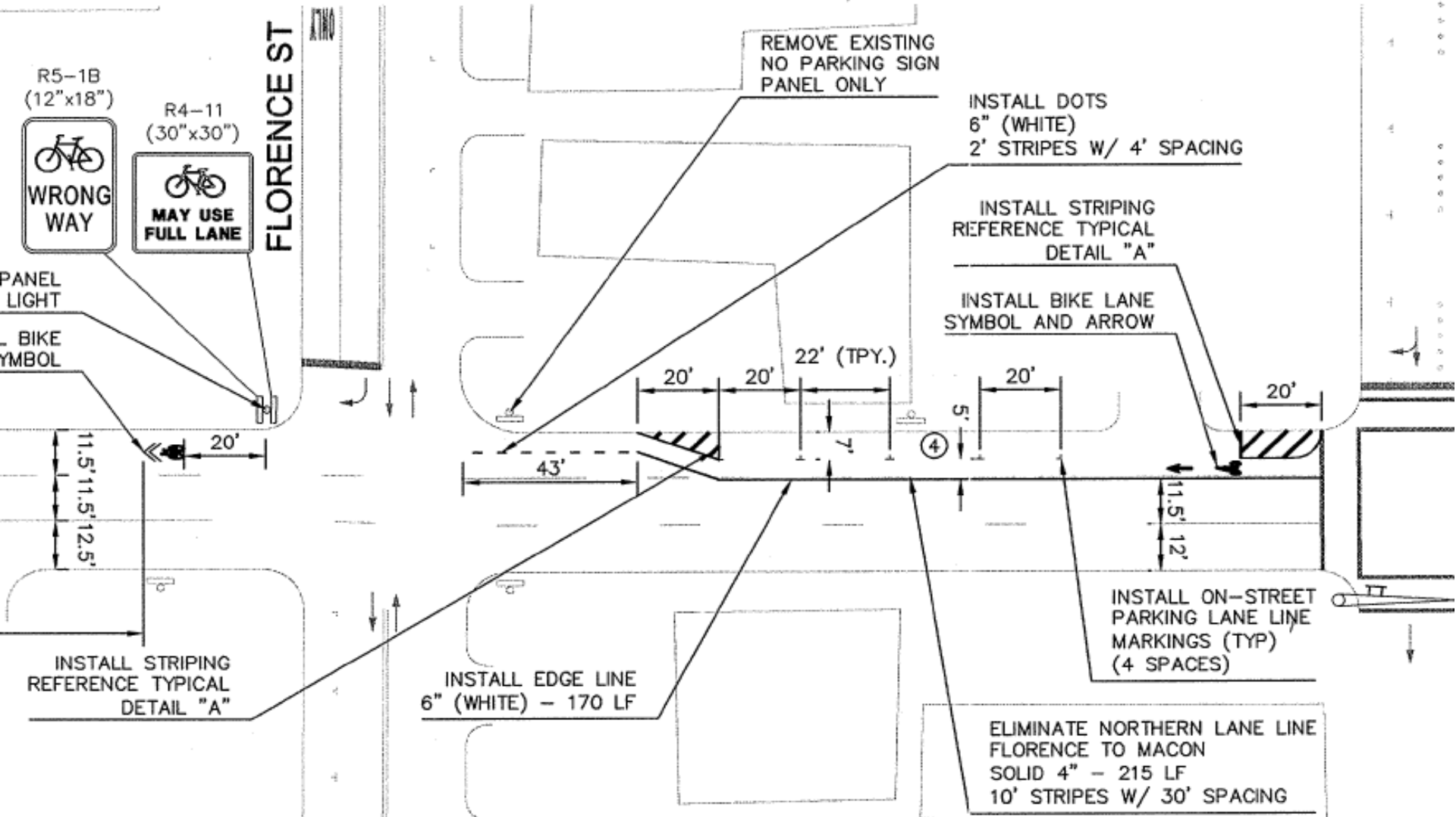
CUSTOM SIGN  
(36"x42")

CUSTOM SIGN  
(72"x60")

REMOVE AND  
REPLACE EXISTING  
BUS LANE SIGN

↑

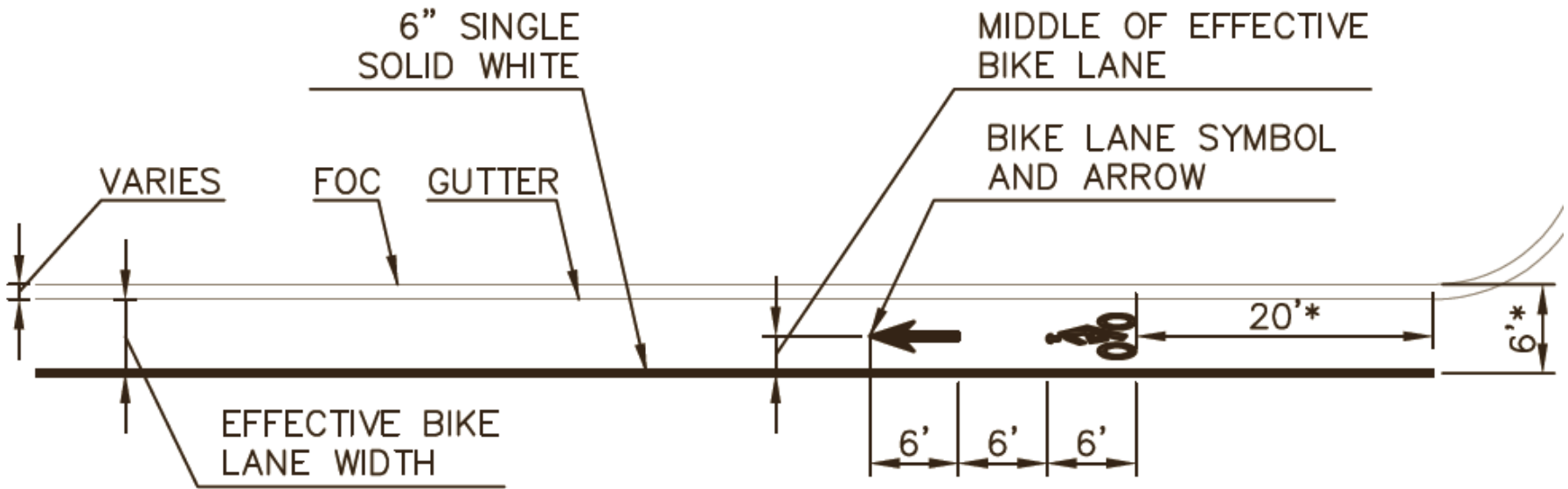
# Road Diets



# Lessons Learned

- Striping contractors and City inspectors are not familiar with standards of bicycle facilities
- Public and Stakeholder involvement key
- Be thorough, don't assume anything
- Define the “effective bike lane”
- Importance of using uniform designs

# Effective Bike Lane



\* UNLESS SPECIFIED OTHERWISE ON PLANS. EFFECTIVE WIDTH IS DEFINED AS EDGE OF GUTTER TO CENTER OF STRIPE OF BIKE LANE.

**FORT WORTH**



**Julia McCleary, AICP**

(817)392-2593

[julia.mccleary@fortworthgov.org](mailto:julia.mccleary@fortworthgov.org)