# Improving Detour Standards for Bikeways

**Bicycle Advisory Council**

**November 20, 2018**

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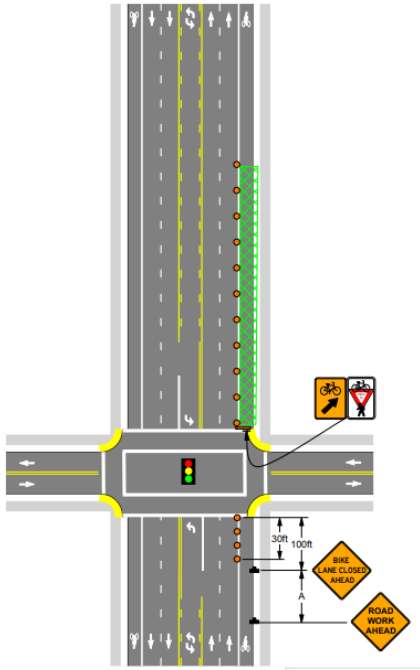
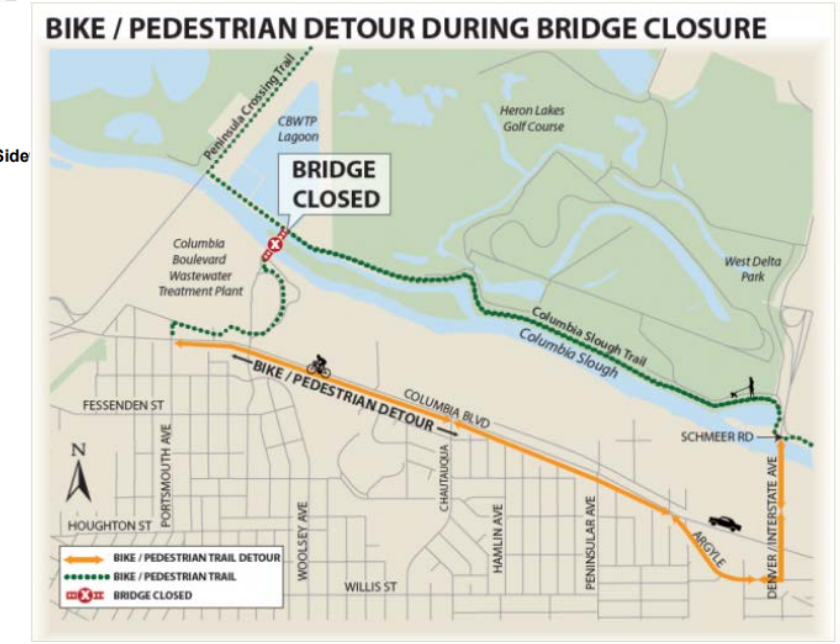
Active Transportation and Street Design Division

- **Portland Bureau of Transportation**
  - Prioritized methods
  - Standard details for types of bike facility closures
  - Option to reallocate street space
- **Seattle Department of Transportation**
  - Facility definitions
  - Advanced warning (time)
- **Massachusetts Department of Transportation**
  - Adjacent detours in right of way
- **Oakland Department of Transportation**
  - Prioritized methods
  - Specific guidance for what the temporary traffic control should address
  - Option to reallocate street space

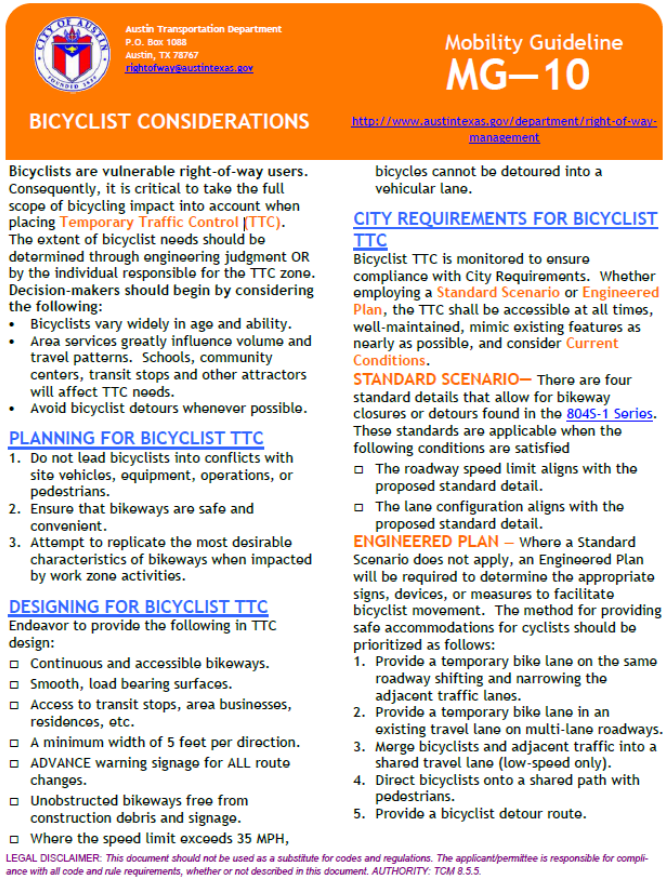



TA-B4
Diverting Bikes onto a Side



# Mobility Guideline-10 Bicyclist Considerations

- Mobility guidelines provide detailed breakdown of right of way processes and procedures
- In response to BAC resolution “Recommendation 20180515-04B: Detour Standards for Bikeways”
- Changes and Additions
  - Replicate most desirable characteristics of bikeways
  - Unobstructed bikeways
  - Maximum speed for standard scenario
  - Engineered Plan prioritization
  - Bike share station considerations



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Mobility Guideline
**MG–10**

**BICYCLIST CONSIDERATIONS**

http://www.austintexas.gov/department/right-of-way-management

Bicyclists are vulnerable right-of-way users. Consequently, it is critical to take the full scope of bicycling impact into account when placing Temporary Traffic Control (TTC). The extent of bicyclist needs should be determined through engineering judgment OR by the individual responsible for the TTC zone. Decision-makers should begin by considering the following:

- Bicyclists vary widely in age and ability.
- Area services greatly influence volume and travel patterns. Schools, community centers, transit stops and other attractors will affect TTC needs.
- Avoid bicyclist detours whenever possible.

**PLANNING FOR BICYCLIST TTC**

1. Do not lead bicyclists into conflicts with site vehicles, equipment, operations, or pedestrians.
2. Ensure that bikeways are safe and convenient.
3. Attempt to replicate the most desirable characteristics of bikeways when impacted by work zone activities.

**DESIGNING FOR BICYCLIST TTC**

Endeavor to provide the following in TTC design:

- ☐ Continuous and accessible bikeways.
- ☐ Smooth, load bearing surfaces.
- ☐ Access to transit stops, area businesses, residences, etc.
- ☐ A minimum width of 5 feet per direction.
- ☐ ADVANCE warning signage for ALL route changes.
- ☐ Unobstructed bikeways free from construction debris and signage.
- ☐ Where the speed limit exceeds 35 MPH, bicycles cannot be detoured into a vehicular lane.

**CITY REQUIREMENTS FOR BICYCLIST TTC**

Bicyclist TTC is monitored to ensure compliance with City Requirements. Whether employing a Standard Scenario or Engineered Plan, the TTC shall be accessible at all times, well-maintained, mimic existing features as nearly as possible, and consider Current Conditions.

**STANDARD SCENARIO–** There are four standard details that allow for bikeway closures or detours found in the 8045-1 Series. These standards are applicable when the following conditions are satisfied

- ☐ The roadway speed limit aligns with the proposed standard detail.
- ☐ The lane configuration aligns with the proposed standard detail.

**ENGINEERED PLAN** – Where a Standard Scenario does not apply, an Engineered Plan will be required to determine the appropriate signs, devices, or measures to facilitate bicyclist movement. The method for providing safe accommodations for cyclists should be prioritized as follows:

1. Provide a temporary bike lane on the same roadway shifting and narrowing the adjacent traffic lanes.
2. Provide a temporary bike lane in an existing travel lane on multi-lane roadways.
3. Merge bicyclists and adjacent traffic into a shared travel lane (low-speed only).
4. Direct bicyclists onto a shared path with pedestrians.
5. Provide a bicyclist detour route.