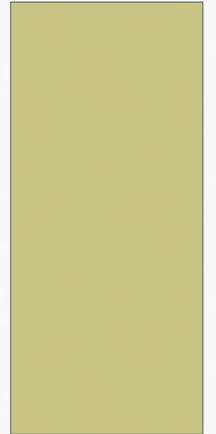


MT LEBANON

BIKEWAYS LESSONS & BEST PRACTICES



AMERICANS WANT CHOICES

66%

of Americans want more transportation options so they have the freedom to choose how to get where they need to go.

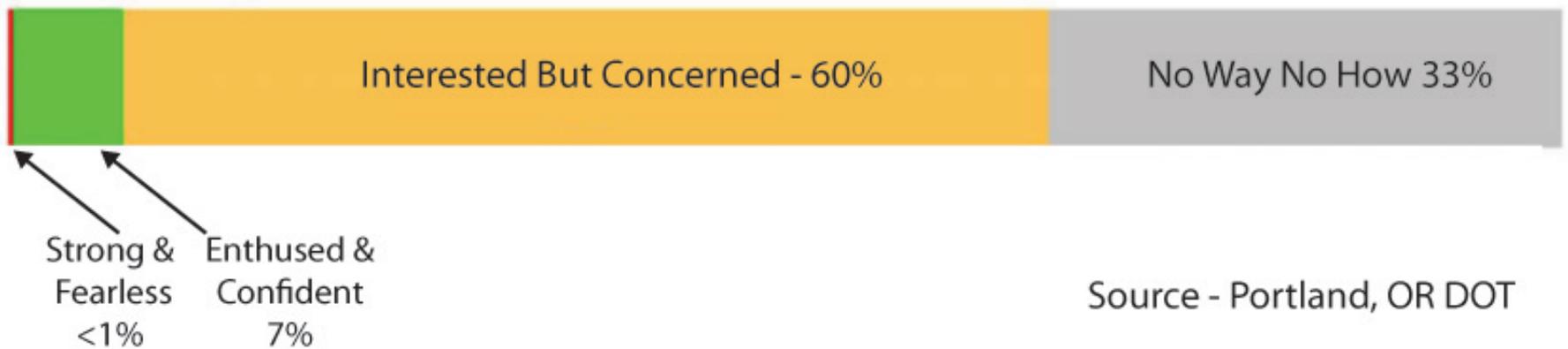
73%

currently feel they have no choice but to drive as much as they do.

57%

would like to spend less time in the car.

Four Types of Cyclists By Proportion of Population



Source - Portland, OR DOT

Route Preference

High Preference



Low Preference

Less safe



More safe

Route Safety

Multiuse path paved

Multiuse path unpaved

Multi-use paths

Bike only path

Bike-specific facilities

Residential street bike route

Residential street Cycle track bike route & traffic diverters

Major street bike lane, no parked cars

Residential street

Major street: shared lane, no parked cars

Major street bike lane, parked cars

Major street shared lane, parked cars

Major streets

Major street with parked cars

Major street no parked cars

TYPES OF ON-STREET BIKE FACILITIES

← LEAST PROTECTION

→ MOST PROTECTION

Shared Lane



Bike Lane



Buffered Bike Lane



Protected Bike Lane



Types of Protected Bike Lanes

Plastic knock-down bollards



Parking



Planting



Curbs

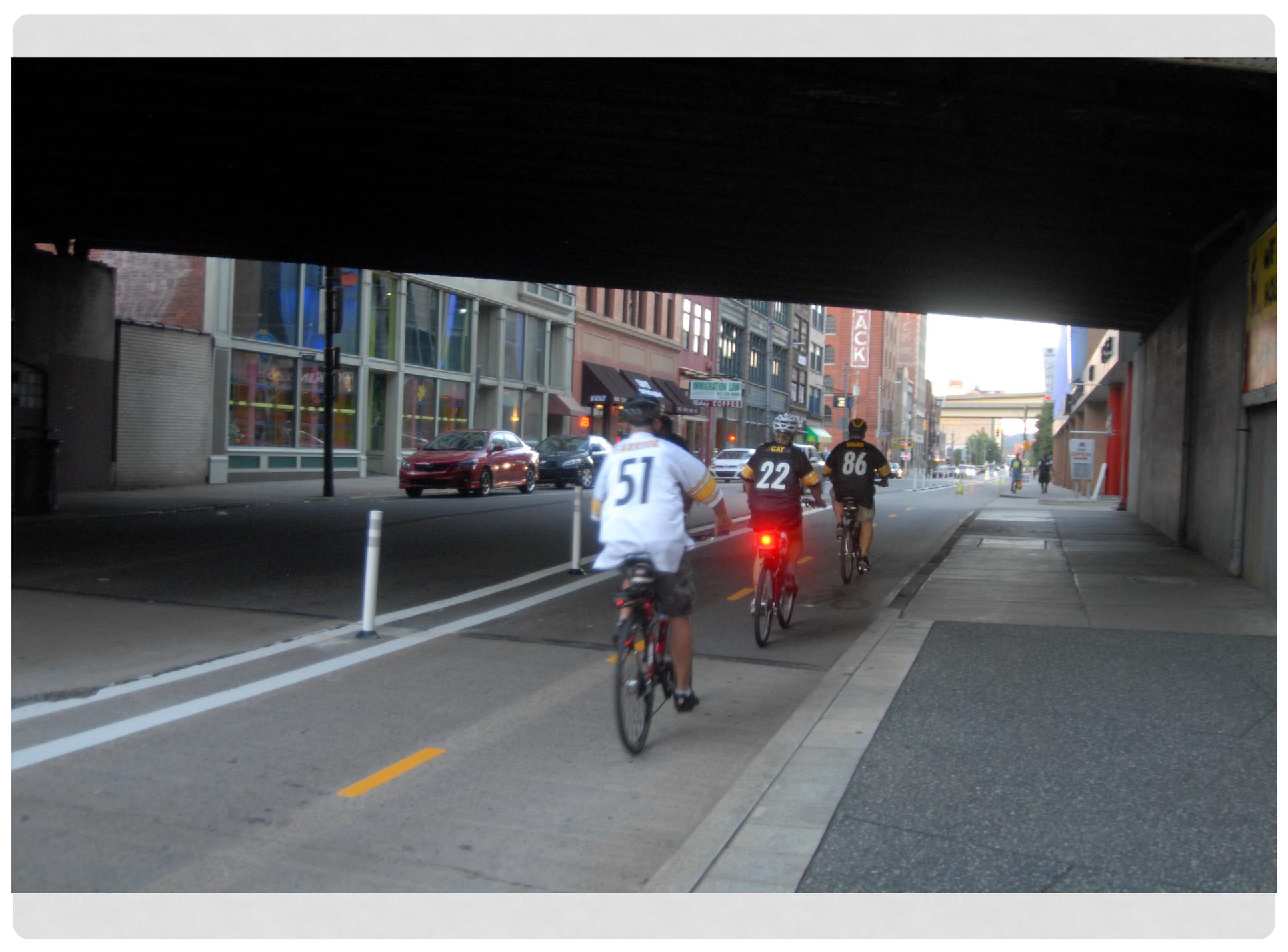


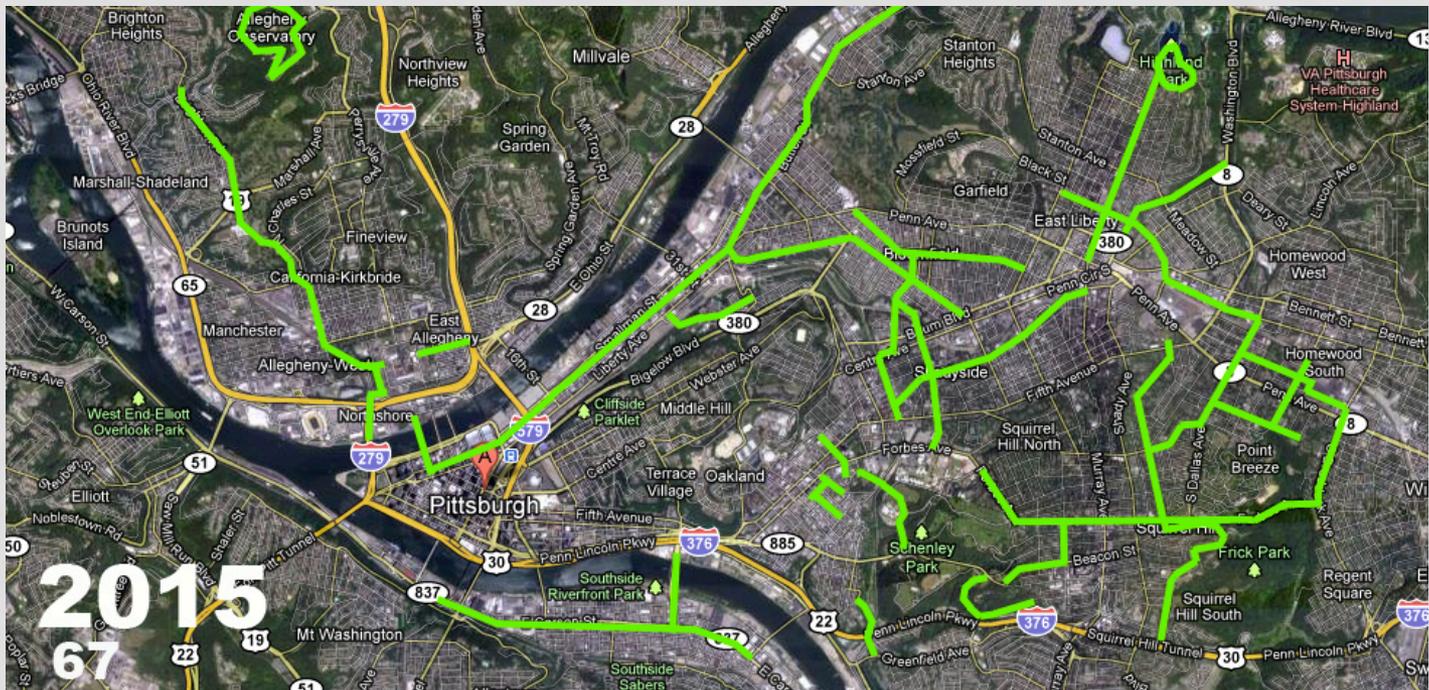
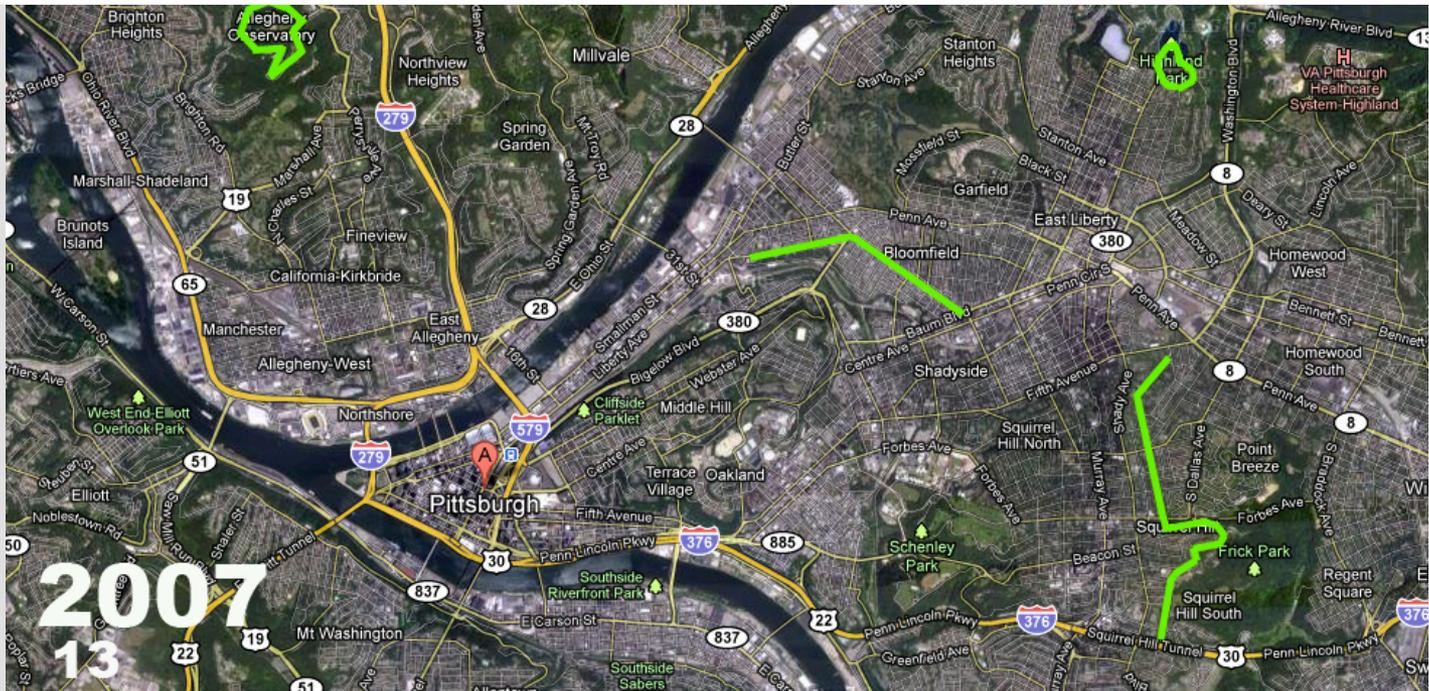












2014 BIKE COMMUTE STATS

408% increase since 2000 – Largest jump in the country (62% national avg.)

Doubled bike commuter rate since 2007

11th most bike commuters in the US, up from 18th in 2006 (out of largest 60 cities)

Source: US Census American Community Survey



Neighborhood Streets



Characteristics:

- low traffic volume
- usually residential
- focused on traffic calming
- traffic diversion
- shared use street
- pedestrian accommodations
- Parking is allowed
- Trees and other landscaping

Berkeley, CA

Tools of a Neighborhood Street

Low-cost / low impact bulb outs at crosswalks



Traffic Diverters (preventing high speed cut-throughs)



In-street and route signage



Higher cost bulb-outs and planting



Route Preference

High Preference



Low Preference

Multiuse path paved

Multiuse path unpaved

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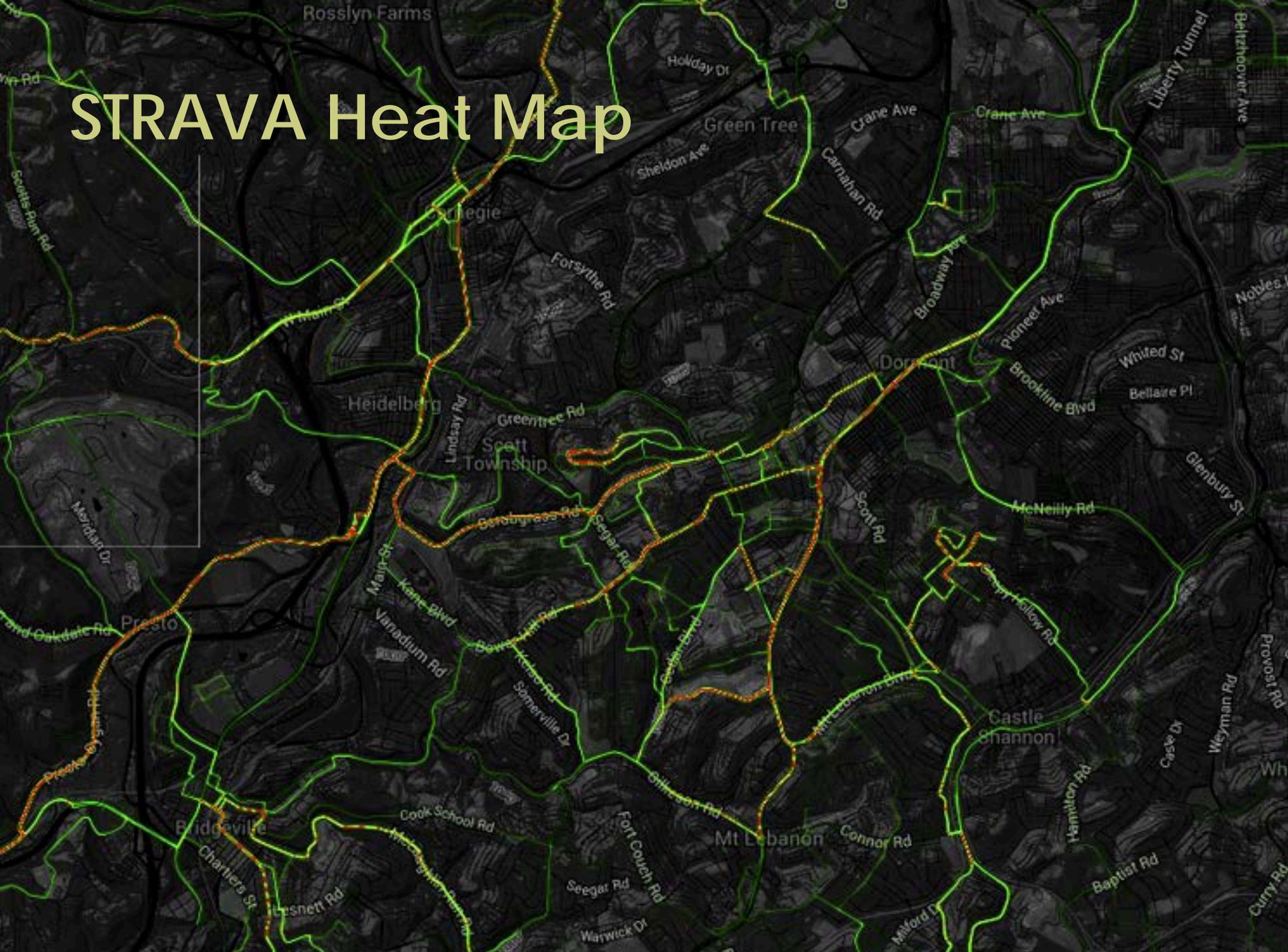
Less safe



More safe

Route Safety

STRAVA Heat Map



CRITERIA FOR SELECTING BIKE INFRASTRUCTURE

- Safety
- Community Support
- Route selection
- Continuity
- Existing Street Layout
- Data
- Pavement Reallocation Measures
- Speed Limit
- Parking
- Maintenance
- Existing street surface condition

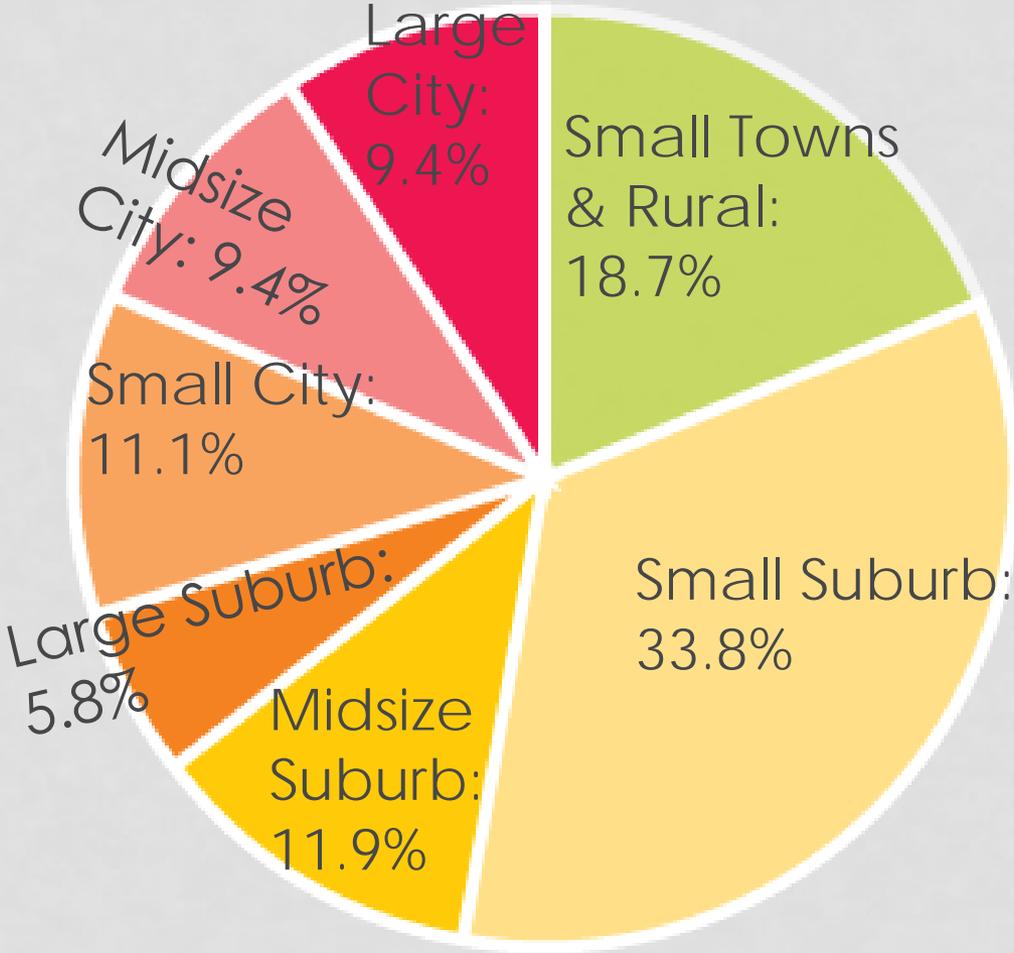
POLICY TOOL: COMPLETE STREETS



First Avenue Improvements, New York City

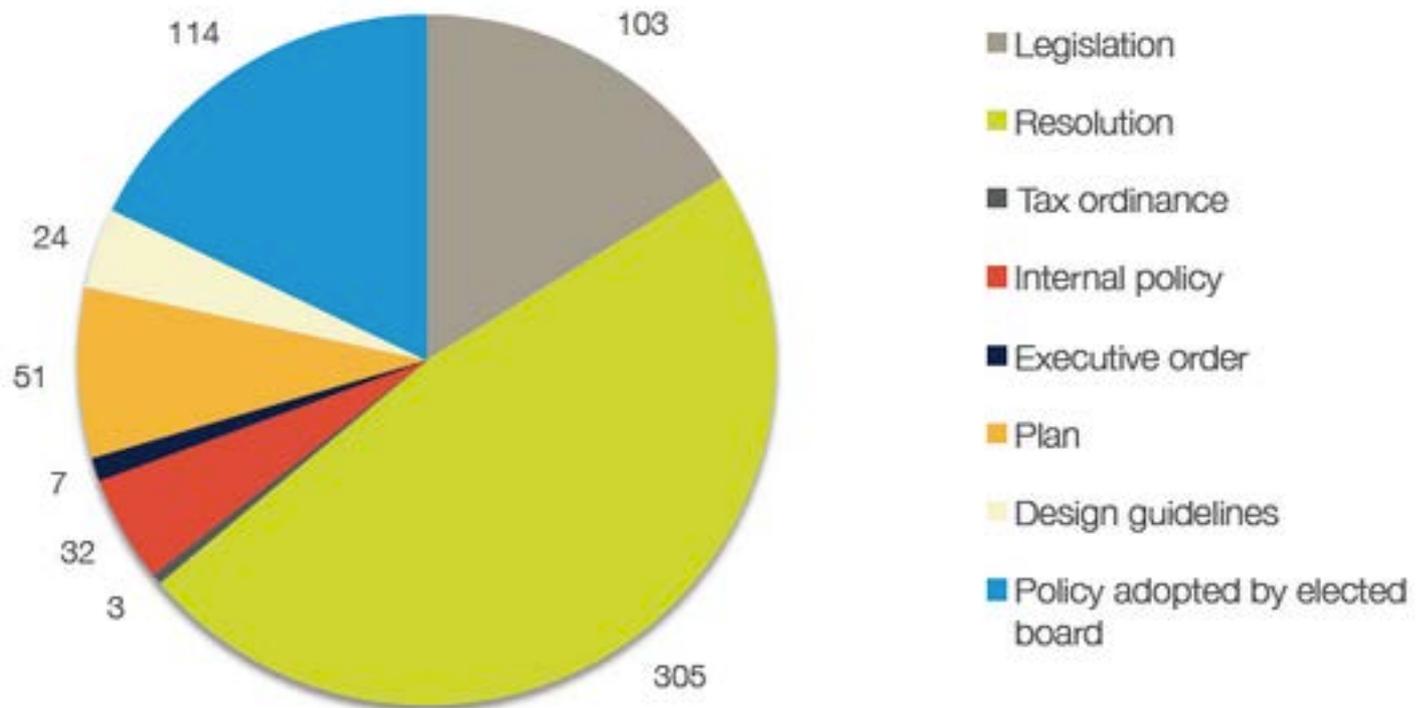
Complete Streets are streets for everyone, no matter who they are or how they travel.

ALL TYPES OF COMMUNITIES



WHAT DOES A POLICY LOOK LIKE?

Complete Streets policies by type, 1971—2013



COMPLETE STREETS POLICIES

Pittsburgh: Mayor Peduto issued a Complete Streets Executive Order. Currently working to integrate into Mobility Plan and Zoning Code

CONNECT Congress: CONNECT working to create model complete streets resolutions and ordinances, and will help educate municipal leaders and staff on the importance

MT. LEBANON COMPREHENSIVE PLAN

“The most fundamental step that Allegheny County’s local municipalities can take to advance complete streets practice is to adopt and uphold a complete streets policy.”

THANK YOU!



Eric Boerer
eric@bikepgh.org

