



Memo

To: Haines Borough Energy & Sustainability Commissioners
From: Stephanie Scott, Energy & Sustainability Coordinator
Date: December 18, 2008
Re: New Business (d): Bike Shelters

As you consider bike shelters, you might want to anchor your thinking in the question of support for bikes that is outlined in the Haines Borough Coordinated Transportation Plan.

The need for additional bike paths was identified as a need on page 7 of the Haines Borough Coordinated Transportation Plan, adopted by the Borough Assembly this fall. That plan states that there is a:

Lack of Safe Bikeways and Pedestrian Trails especially along arterial and collector roads.

Discussion: *Community Description: Geography and Population Centers (above) describes how traffic flows between outer residential neighborhoods and the Borough's commercial hub. Pedestrians and cyclists want greater assurance of safety to exercise choice for independence and health in transportation alternatives.*

A strategy to meet this need was identified on page 10:

3. Task the Planning Commission with

- *advocating for nonmotorized vehicle pathways and sheltered bike racks in downtown core;*
- *advocating for pedestrian walkways and bike trails along arterial roads;*

Some of the goals of The Coordinated Transportation Plan emphasize a perception that biking is considered a viable means of transportation in Haines. Here are goal statements from the Plan:

- *Identify areas for non-motorized and pedestrian paths, and increase the cumulative total length of paths for nonmotorized vehicles and pedestrians in the service area (baseline data needed).*

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However, as of this writing, according to Debra Schnabel, “The plans do not call out for bike paths. Southeast Roadbuilders confirmed that the roads are called out at 24 ft. paved surface with 2 ft. unpaved shoulders on either side. There are no delineated bike paths” (email 12/17/08).

Here are some possibilities the Commission might consider:

- Remind the Planning Commission of the goals and strategies re bikes in the Coordinated Transportation Plan.
- Work with the Planning Commission to urge the Assembly to call for bike paths and adequate walkways in its street upgrades.
- Work with the Planning Commission to develop an electronic community survey to capture public sentiment on expenditure of funds in support for biking. A survey can be launched through *Survey Monkey* (see <http://surveymonkey.com>).
- Request the Planning Commission to consider the US DOT policy statement regarding Integration of Bicycling and Walking into Transportation Infrastructure (see <http://www.fhwa.dot.gov/environment/bikeped/design.htm#d4>). Here are excerpts from the Policy Statement:

A2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in States such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- *Planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case;*
- *Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not*

commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.

- *Getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.*
- *Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's A Policy on Geometric Design of Highways and Streets, and the ITE Recommended Practice "Design and Safety of Pedestrian Facilities" (emphasis added).*

A broader perspective on streets is offered by the concept of *Complete Streets*, defined as streets "...designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street" (See *Complete Streets* at <http://www.completestreets.org/>).