Fort Worth Active Transportation Plan
Common Bicycle and Pedestrian Facilities

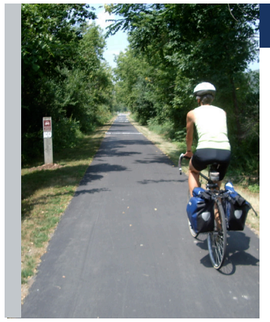
North Central Texas Council of Governments

Toole Design Group Kimley»Horn

The objective of the Fort Worth Active Transportation Plan is to identify a seamless citywide network of on- and off-street bicycle and pedestrian facilities for people of all ages and abilities to walk, access transit, and bicycle. There are many types of bicycle facilities, pedestrian improvements, and other treatments that will make up this network. This handout describes many of the possible treatments to improve walking and bicycling conditions, including along transit corridors, and briefly discusses their relationship with the level of comfort for users in different contexts.

Bicycle Facilities

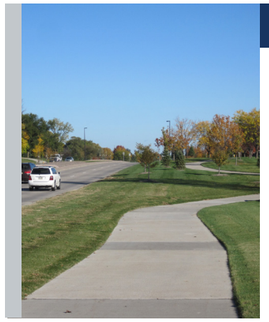
There are several common types of bicycle facilities. The appropriate facility or treatment that enables people of ***all ages and abilities*** to bike comfortably depends on roadway and land use conditions and other context. A facility selection guide is being developed as part of the planning process to help planners and engineers make context-sensitive facility-type decisions. On the proposed bicycle network map, you will see blue lines labeled as On-Street Bicycle Facility TBD. These lines mean that this road is part of the proposed bicycle network and the facility selection guide will be used to determine the appropriate and feasible facility for that roadway to achieve bicyclist comfort.



Trails

A path fully separated and independent from a road, shared by bicyclists, pedestrians and others.

- *Generally comfortable for all users in most contexts.*
- *Higher-demand trails should be wider to accommodate more users traveling at varied speeds.*
- *If the trail is congested, some bicyclists may choose to ride on adjacent roads.*



Sidepaths

A path separated from – but traveling along – a road.

- *Generally comfortable for all users in most contexts.*
- *Intersections should be designed to maximize safety, with attention to turning vehicles.*

Buffered Bike Lanes

A bike lane with a painted buffer to provide additional lateral space between bicyclists and traffic or parked cars.

- *Generally, more comfortable than conventional bike lanes.*
- *May provide comfort for adults where traffic speeds and volumes are medium to high.*

Conventional Bike Lanes

Painted line and pavement markings indicating space for bicyclists on the street.

- *Likely to provide comfort for many adults on medium- or low-volume streets.*

Wayfinding

Directional signs indicating the direction of and distance to points of interest.

- *Generally does not improve bicyclist comfort but may be the only needed treatment on very low volume and speed streets.*

Separated Bike Lanes

A bicycle-only facility, physically separated from automobile travel lanes and sidewalks by a "vertical element," such as curbs, flex-posts, or parked cars.

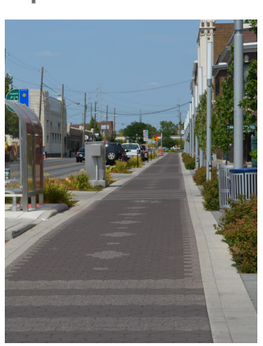
- *Generally comfortable for all users in most contexts.*
- *Intersections should be designed to maximize safety.*

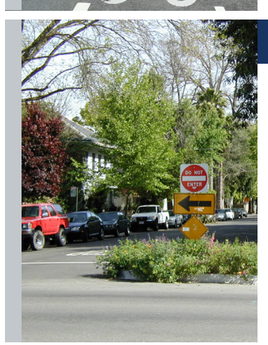
There are several common designs for Separated Bike Lanes:

Two-Way Separated Bike Lane

One-Way Separated Bike Lane

Sidewalk-Level Separated Bike Lane





Bicycle Boulevards

Streets with low motorized traffic volumes and speeds designated to provide priority to bicyclists and intended to serve local motor vehicle traffic.

- *Typically have signs, shared lane markings, and traffic calming elements, such as speed humps, traffic circles, curb extensions, and diverters.*
- *Generally comfortable for all users, depending on speed and volume of traffic; Comfortable crossings at intersections are critical.*

Shared Lane Markings

Lane markings showing bicyclists and drivers where bicyclists should ride in a shared roadway.

- *Generally do not improve bicyclist comfort when used alone, but may be recommended on low volume and speed streets such as bicycle boulevards.*
- *Can encourage some bicyclists to ride outside of the "door zone."*

Fort Worth Active Transportation Plan
Common Bicycle and Pedestrian Facilities

North Central Texas Council of Governments

Toole Design Group Kimley»Horn

Pedestrian Facilities

Pedestrian facilities generally provide space for people to walk that is separated from motor vehicle traffic and provide for safer and more comfortable street crossings. The following describes a selection of facilities and their benefits.

Sidewalks

Provide space to walk separate from vehicles.

- *Must meet Americans with Disability Act (ADA) and other accessibility requirements.*

Sidewalk Buffers

Separate sidewalks from moving vehicles.

- *Wider buffers generally increase pedestrian comfort.*
- *Provide space for signs and utility poles outside of the pedestrian travel zone.*

High-Visibility Crosswalks

Bold, reflective striping at crossings.

- *Improves driver yielding at intersections and mid-block crossings.*

Curb Extension

Reduces pedestrian crossing distances at intersections or mid-block crossings.

- *Slows motor vehicle turning speeds and visually narrows the roadway helping reduce vehicle speeds.*

Curb Ramps

Provides access for people with physical disabilities.

- *Allows wheelchairs, strollers, bicycles, and deliveries to access sidewalks.*

Raised Crosswalks

An elevated crosswalk.

- *Reduces vehicle speeds and increases visibility of pedestrians.*

Median Islands

Areas between vehicle travel lanes, allowing pedestrians to cross streets in two stages.

- *Visually narrows the roadway to reduce vehicle speeds.*
- *Used on multi-lane roadways or roadways with high traffic volumes.*

Pedestrian Hybrid Beacons (HAWK)

Traffic signals activated on demand by pedestrians.

- *Often at mid-block crossings on higher speed, multi-lane roadways.*

Rectangular Rapid Flashing Beacons (RRFB)

Bright LED flashers activated by a pedestrian (or bicyclist) on demand with a push-button.

- *Often used at mid-block crossings in combination with high-visibility crosswalk and median island.*

Transit Access Treatments

The proposed Active Transportation Plan network enhances access to and from transit stops and corridors. Pedestrian and bicycle investments at bus stops and along transit corridors deliver customers to the transit system, improve access for people with disabilities, help people walking and biking extend their trips by connecting to transit, and contribute to a seamless multimodal network.

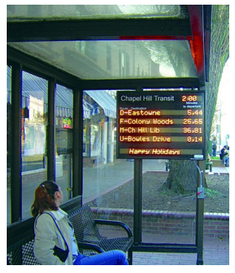
Crosswalks at bus stops *provide high visibility crossings to help people access bus stops and other transit stations.*

Curb extensions at bus stops *allow buses to stop and board passengers without leaving the travel lane. Sometimes called Bus Bulbs.*

Bicycle-bus shared lanes *are only used by buses and bicyclists. Fort Worth has several bicycle-bus shared lanes.*

Bikes-on-bus racks *allow bicyclists to bring their bike with them to their destinations.*

Bike parking at bus stops *allows bicyclists to secure bikes while traveling by bus. Covered racks are appropriate where longer storage is expected.*



Transit shelters with transit wayfinding *provides shelter in weather-exposed locations. Provides Information about nearby, transit- and walking-accessible destinations.*