

**ITEM NO. 5:** Consider request to install PAVEMENT MARKINGS on all shared-use paths crossing commercial or high-activity driveways.

Report:

1. The *Manual on Uniform Traffic Control Devices* addresses pavement markings on roadways but not on private driveways.
2. Pavement markings, particularly crosswalk markings are very high maintenance because of the friction caused by turning vehicles.

**ACTION: Provide recommendation to the City Commission.**

**ITEM NO. 5:**

**Consider request to install PAVEMENT MARKINGS on all shared-use paths crossing commercial or high-activity driveways.**

Woosley presented the information provided in the staff report.

Public comment:

Bart Rudolph, MPO Transportation Planner and staff liaison to the Bicycle Advisory Committee, presented a power-point presentation describing the problem and a possible solution.

Mark Desetti, 4605 Harvard Road, Vice-Chair of the Bicycle Advisory Committee: We are only talking about places where the shared-use paths exist; even where STOP signs exist, many motorists pull-out past the STOP sign and stop blocking the shared-use path.

Commissioner Woods questioned how pavement markings would work if existing STOP signs don't.

Commissioner Smith asked if there were shrubs or anything else that might block the view of bicyclists; Rudolph advised that there were not.

Commissioner Woods: I would be in favor of tabling this until we know everywhere they want this done.

Commissioner Miller: I would suggest we try it in one area to see if it is effective before we cover the whole town.

Commissioner Heckler: I could support that suggestion.

Commissioner asked what the length was of the path along 6<sup>th</sup> Street; Desetti advised it extended from Folks Road to K-10.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND A TRIAL INSTALLATION OF PAVEMENT MARKINGS AT THE CROSSINGS ALONG 6<sup>TH</sup> STREET BETWEEN FOLKS ROAD AND K-10 AND THAT THE BICYCLE ADVISORY COMMITTEE REPORT BACK AFTER 6 MONTHS; THE MOTION CARRIED 7-0.**



City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES

# Consider request to install pavement markings on all shared-use paths crossing commercial or high activity driveways

Bicycle Advisory Committee Recommendation  
to Traffic Safety Commission  
2/2/09



# Bicycle Advisory Committee

- **Seven Members**
  - One (1) from County
  - One (1) from Fire/Medical Department
  - One (1) from Police Department
  - One (1) from University of Kansas
  - Three (3) at-large positions
- The Committee works to improve bicycle safety and awareness; update and oversee the distribution of the City's Bikeway Map; seek information on current trends, programs, and facilities outside the local area; and coordinate activities with other organizations.



# Citizen Inquiry and Request

Sep 16, 2008

“ the problem is with driveways from parking lots on the south side of 6th adjacent to Wakarusa. Cars routinely exit from the parking lots and block the path while they wait to turn onto 6th. Not to mention the cars that exit without stopping at the stop signs, sometimes at speed without looking for bikes or pedestrians. As a cyclist, I've had several near misses on this stretch, fortunately I was being ultra careful; the cars were not.”

**Re: signs from parking lots on 6th?**

Eric Struckhoff [ecs@ku.edu]

Extra line breaks in this message were removed.

To: Carol Shankel

Cc: Craig Weinaug; stwombly@ku.edu; Bart Rudolph; Todd Girdler

On Sep 16, 2008, at 3:36 PM, Carol Shankel wrote:

> Hi Eric,  
> Last time I heard from you via email it was re: the hazardous traffic  
> humps on Folks Road (which, by the way, the city did nothing about).  
>  
> Here's another issue in the same part of town.  
> Question: Is the sidewalk that runs on the south side of 6th Street  
> east and west of Wakarusa considered a bike path? It appears that way  
> as it extends east from the Trafficway bike path.  
>  
> If so, the problem is with driveways from parking lots on the south  
> side of 6th adjacent to Wakarusa. Cars routinely exit from the  
> parking lots and block the path while they wait to turn onto 6th. Not  
> to mention the cars that exit without stopping at the stop signs,  
> sometimes at speed without looking for bikes or pedestrians. As a  
> cyclist, I've had several near misses on this stretch, fortunately I  
> was being ultra careful; the cars were not.  
>  
> Is it possible to put up bike path signs with the stop signs on these  
> exits? Perhaps the businesses in these malls would cooperate. That  
> might at least alert drivers to the possibility of bicycles--and  
> pedestrians.  
> Thanks,  
> Carol

“Is it possible to put up bike path signs with the stop signs on these exits?”

“That might at least alert drivers to the possibility of bicycles--and pedestrians.”

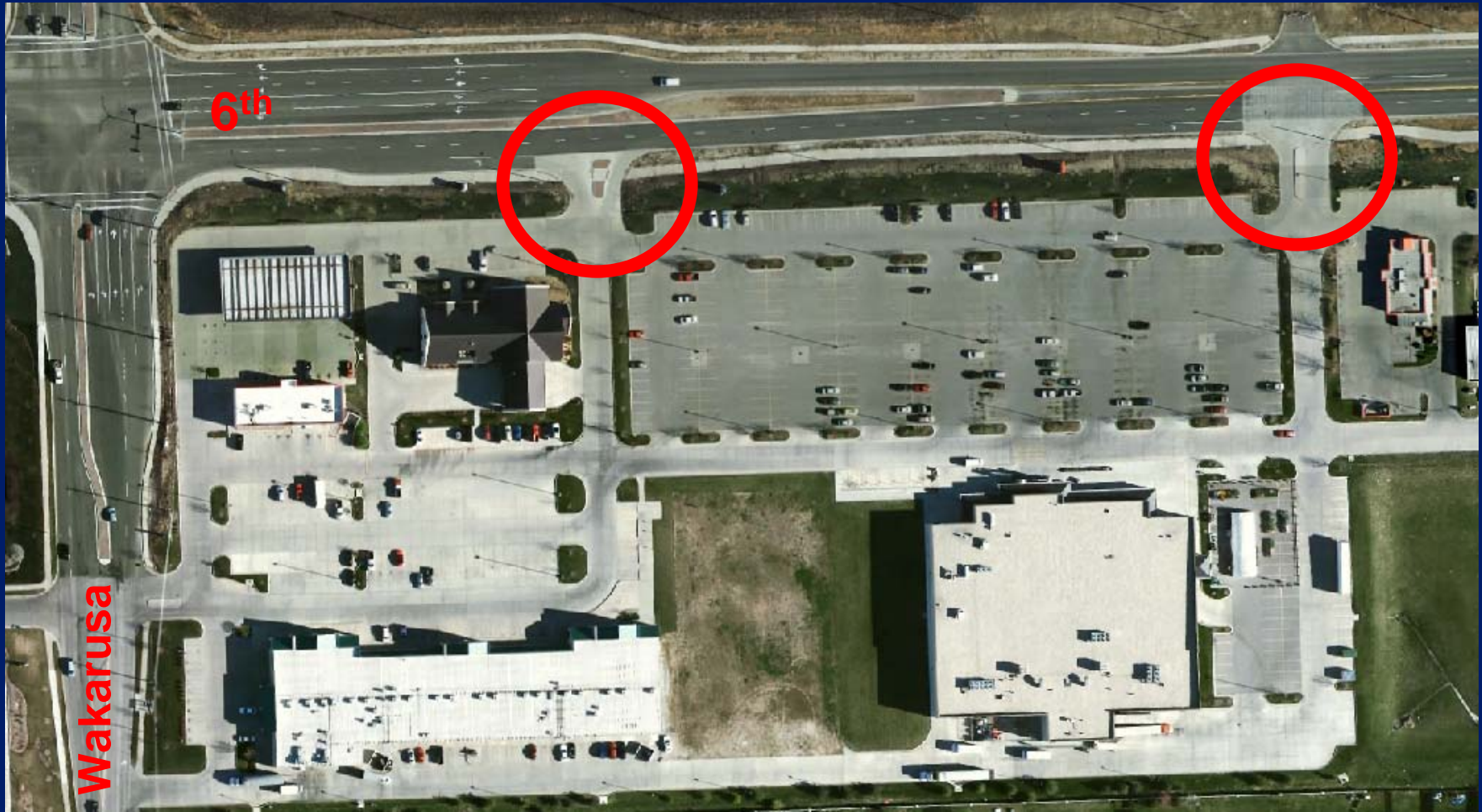


# Shared-Use Paths

- 8' – 10' wide separated path
- Accommodate a variety of users
- Designed to offer opportunities not provided by the road system
- There are 19 locations where a shared-use path crosses a high activity or commercial driveway
- 9 locations have stop signs installed



# 6th and Wakarusa





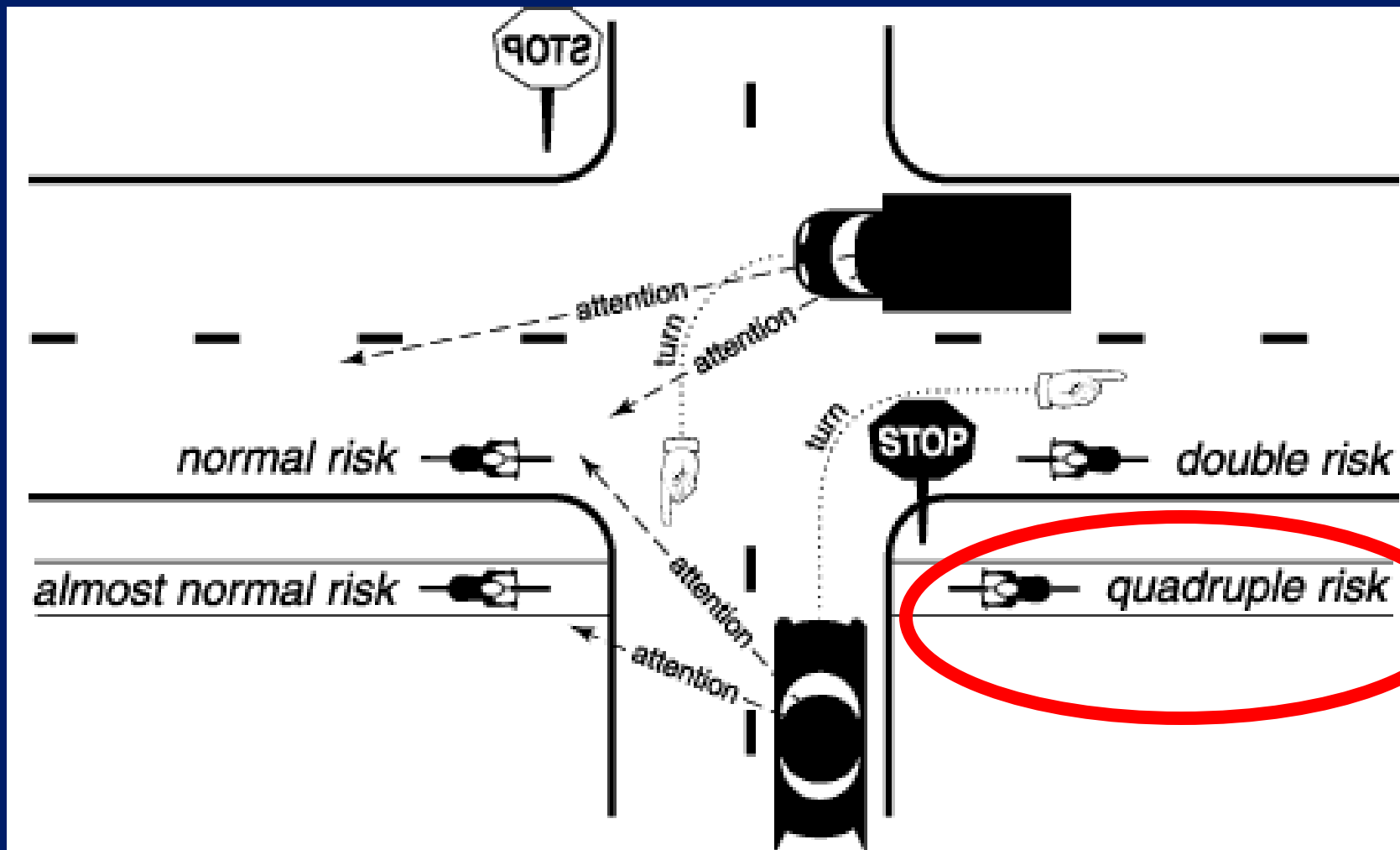
[illegible]

Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996





# Right - Turning Motorists



Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996



# FHWA Countermeasures for Bicycle Crash Types

## **Crash Type #5 – Motorist Drove Out (Midblock)**

- Provide Path Intersection Treatments
- Provide Path Warning Treatments
- Make Sign Improvements
- Improve Pavement Markings



# Resources

- **American Association of State Highway and Transportation Officials (AASHTO)**
  - Guide for the Development of Bicycle Facilities 1999
- **Manual on Uniform Traffic Control Devices (MUTCD)**
  - Part 9 - Traffic Controls for Bicycle Facilities 2003



# Intersection Pavement Markings

**Pavement Markings on roadways are typically addressed, but driveways are not mentioned**



Source: FHWA, *BIKESAFE: Bicycle Countermeasure Selection System*



# Florida Example



**Drive Way  
Look Both Ways**



**Yield for Bike/Ped  
in Crosswalk**



# Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*



# Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*





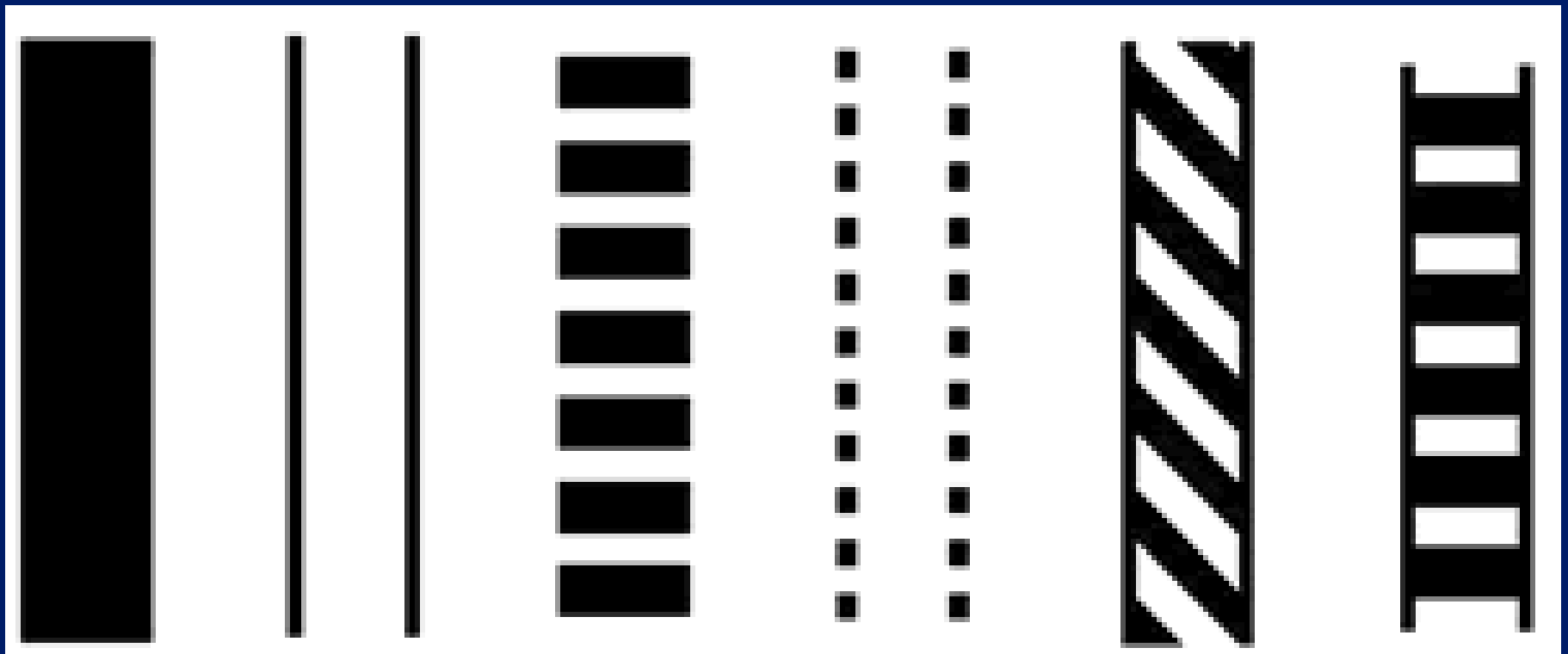
# Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*



# Pavement Markings



Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996



# BAC Recommendation

- The BAC suggests that pavement markings, similar to those found in crosswalks, would be more effective than adding signage to alert drivers about the shared-use path and is warranted due to the unexpected activity of bicyclists traveling in both directions on a shared-use path.



# Questions?

