

Comments to the Bethlehem Trail Feasibility Study existing section titled “Sharrows” by Scott Slingerland, 8/20/2015

Recommend to include the following text to clarify recommendations. Original text included at bottom for reference.

SUGGESTED TEXT:

SHARED LANE MARKINGS (SHARROWS)

Shared Lane Markings Sharrows are working for some cyclists and are supported by CAT because they reinforce cycling in the same direction as traffic, with adequate clearance from parked car doors. Sharrows are also intended to keep bicycle riders over age 10 from riding on the sidewalk. Sharrows are not preferred by recreational cyclists who may want physical separation from motor vehicles.

DEDICATED BIKE LANES

The city may consider dedicated lanes on streets that are not heavily traveled and have a wide enough cartway to add the lanes. If implementing dedicated bike lanes, the city should recognize new hazards that may present themselves with bike lanes, such as bike lane proximity to parked cars, pedestrian walk-outs, and intersection conflicts with turning motorists. Other considerations with bike lanes are that surface conditions such as gravel, branches and snow are not swept away by motor vehicles. Recreational cyclists with or without children may not have the experience to recognize these hazards.

A few select streets could be lined and used to connect recreational cyclists and walkers from Bethlehem neighborhoods to the trail network.

SIGNAGE

On-road signs should be provided to direct users to the trail head areas where maps can be found. Suggested routes for sharrows and dedicated lanes will be a part of this report.

If anyone has any additional recommendations or suggestions, please email or call:

Joanne Conley or Drew Sonntag at 610-865-0701

jconley@urdc.com, dsonntag@urdc.com

ORIGINAL TEXT IN URDC DOCUMENT:

SHARROWS

Sharrows are working for some cyclists and are supported by CAT.

Sharrows are not preferred by recreational cyclists. The city should provide dedicated lanes on streets that are not heavily traveled and have a wide enough cartway to add the lanes. A few select streets could be lined and used to connect recreational cyclists and walkers from Bethlehem neighborhoods to the trail network. Signs should be provided to direct users to the trail head areas where maps can be found. Suggested routes for dedicated lanes will be a part of this report.

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