2018 Roadway Improvements

BIKE PATHS PHASE II

Street Overview

- The last three years represent one of the most aggressive citywide street improvement efforts in Shreveport's history
- 216 street improvement projects at a cost of $58.6 million:
  - 175 street projects were completed from January 2015 to December 2017 - $39.1 million
  - 41 street projects are currently on-going and carried over into 2018
    - $19.5 million is the total for these 41 projects

Street Overview

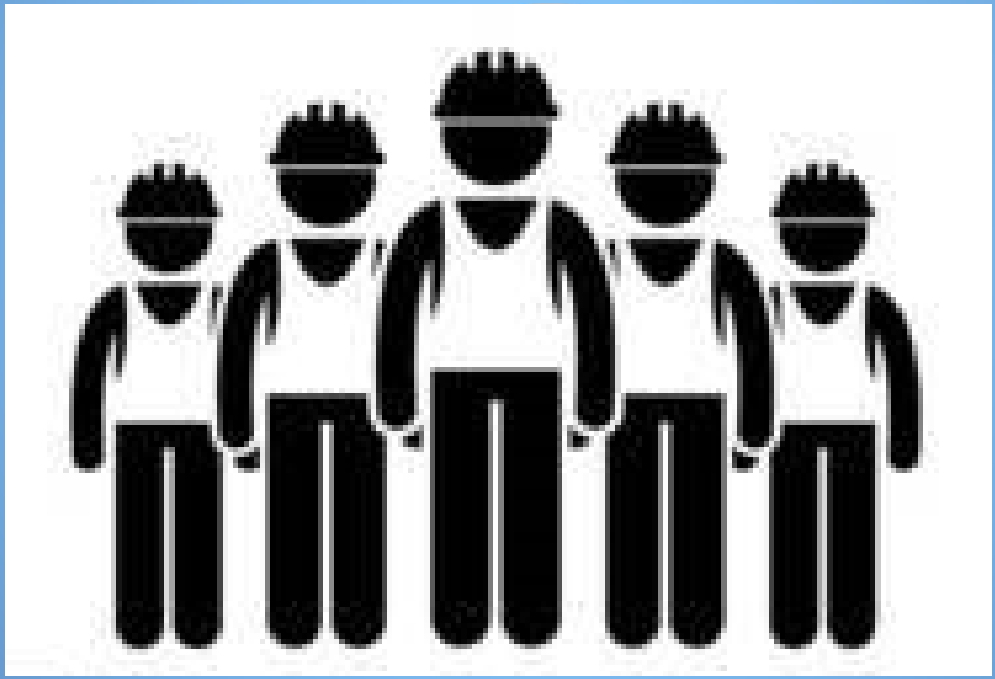
Plans for 2018

- In 2018, there will be 82 new streets scheduled for repairs at a cost of $7.1 million (Appendix A). In 2018, the City's main focus is to address local roadway networks

Street Overview – Bike Paths Phase II Selection

- Bike Paths: The Administration proposed Shreveport's phase II of true bike paths for designated streets overlaid in the 2017 Asphalt Repair Program
  - Streets already identified and funding in the COS 2017 Street Plan – thus no significant cost (paint and signage)
  - Streets previously identified in the (NLCOG) Shreveport Bicycle Plan
  - Supports the Shreveport-Caddo Master Plan for "Complete Streets" to provide space for bicycles, pedestrians, automobiles, and transit vehicles …

Bring on the Engineers …



Development of Bike Facilities

Development of Bicycle Facilities

- While recreational cycling is still the primary use of bicycles in this country, the number of people using bicycles for commuting and other travel purposes has been increasing since the early 1970s.
- Nationwide, people are recognizing the energy efficiency, cost effectiveness, health benefits and environmental advantages of bicycling.
- The City is responding to the increased use of bicycles by implementing test cases of bicycle-related improvements and programs. The emphasis now being placed on bicycle transportation requires an understanding of bicycles, bicyclists and bicycle facilities.

Different Types of Bicycle Facilities

Shared Roadway (No Bikeway Designation)

- Most bicycle travel in the United States now occurs on streets and highways without bikeway designations. This probably will be true in the future as well. In some instances, a community's existing street system may be fully adequate for efficient bicycle travel, and signing and striping for bicycle use may be unnecessary.
- In other cases, some streets and highways may be unsuitable for bicycle travel at present, and it would be inappropriate to encourage bicycle travel by designating the routes as bikeways.
- Finally, some routes may not be considered high bicycle demand corridors, and it would be inappropriate to designate them as bikeways regardless of roadway conditions (e.g., minor residential streets).

Shared Lane Markings (SLMs), or "Sharrows"

- Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance.
- The shared lane marking is a pavement marking with a variety of uses to support a complete bikeway network; it is not a facility type and should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these types of facilities are otherwise warranted or space permits.
- The MUTCD (Manual of Uniform Traffic Control Devices) outlines guidance for shared lane markings.

Bike Lanes

"A bike lane is a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs."

- Improve conditions for bicyclists on the streets.
- Delineate the right of way assigned to bicyclists and motorists and provide for more predictable movements.
- Better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets.

MUTCD for Streets and Highways, 2009 Edition, pg. 11

Bike Facility Planning

Bicycle Facility Planning

- Planning for bicycle facilities begins with observing and gathering data on the existing conditions for bicycle travel. Problems, deficiencies, safety concerns and bicyclists' needs should be identified.
- The existing bicycling environment should be observed. Bicycle facilities as well as roads not typically used by bicyclists should be examined for their suitability for bicycling.
- Motor vehicle traffic volume, the percentage and volume of bus and truck traffic, and the speed of traffic should be considered, since they have a significant impact on bicyclists.
- In addition, obstructions and impediments to bicycle travel should be noted, such as incompatible grates, debris, shoulder rumble strips, narrow lanes, driveways, rough pavements, curbside auto parking, bridge expansion joints, metal grate bridge decks, railroad tracks, poor sight distance and traffic signals that are not responsive to bicycles.

Bicycle Facility Planning

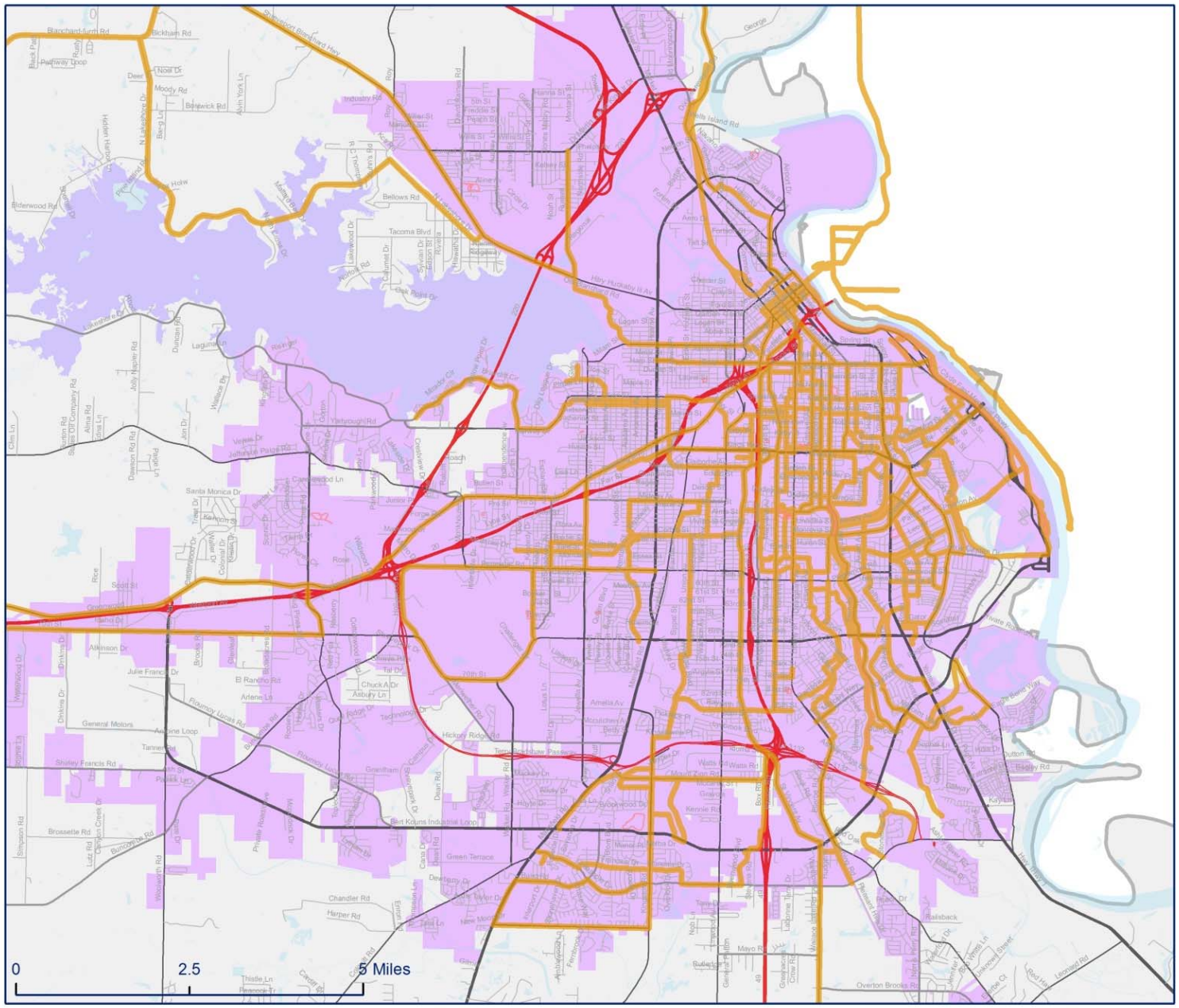
- Public participation is essential during the inventory of existing conditions. Observations and surveys of existing bicyclists, as well as the non-bicycling public, can be very useful. Additional sources of information include citizen bicycle advisory committees, citizen groups, and individuals responsible for recreation planning.

Shreveport Bike Paths Phase II

Shreveport Bike Paths Phase II

- In phase II , the City selected four candidate streets for consideration of bike facilities. The streets were selected for this application due to the resurfacing of the roadways. This would make any restriping of the roadways for bike facilities a much easier process. The four streets selected were Crockett Street, Marshall Street, Southern Avenue, and St. Vincent Avenue. Each of these four streets is identified on the Bike Plan developed by NLCOG as candidate streets for bike facilities.

Shreveport Area Bicycle Plan



Legend

- Existing Walking Path
- Bicyclist Desire Lines

Roadways (by Functional Class)

- Interstate
- Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Collector
- Local
- Water Features and Wetlands
- City Limits
- Parks

0 1.25 2.5 Miles

CITY OF SHREVEPORT LOUISIANA

Shreveport Bike Paths Phase II

- On Wednesday evening February 15, 2018, at Central Art Station, the City presented potential phase II streets to the local community. As a result of the public meeting and with additional comments provided in an online format, the City revised the proposed plan to include Crockett Street, Marshall Street, Southern Avenue, St. Vincent Avenue, and Milam Street as candidate streets (plus additional connectivity). These five streets, and information about these streets, are as follows:

Shreveport Bike Paths Phase II

- In selecting the type of facility marking to be used, the speed and volume of traffic generally will determine the type of facility marking to be used. The use of sharrows should be limited to roadways with a speed limit of 35 mph or less and less than 3000vpd.

Shreveport Bike Paths Phase II

Name	Limits	Daily Traffic	Speed Limit	Road Width
Crockett Street	Common to Clyde Fant	3500 vpd	25 mph	44’
Marshall Street	Stoner to Cotton	3300 vpd	35 mph	48’
Southern Avenue	Fairfield to Concrete	2530 vpd	35 mph	36’
St. Vincent Avenue	Clairborne to Concrete	2600 vpd	35 mph	24’
Milam Street	Clyde Fant to Common	2550 vpd	35 mph	34’

Shreveport Bike Paths Phase II

Based on the listed criteria, the following were determined to be acceptable bike facility uses:

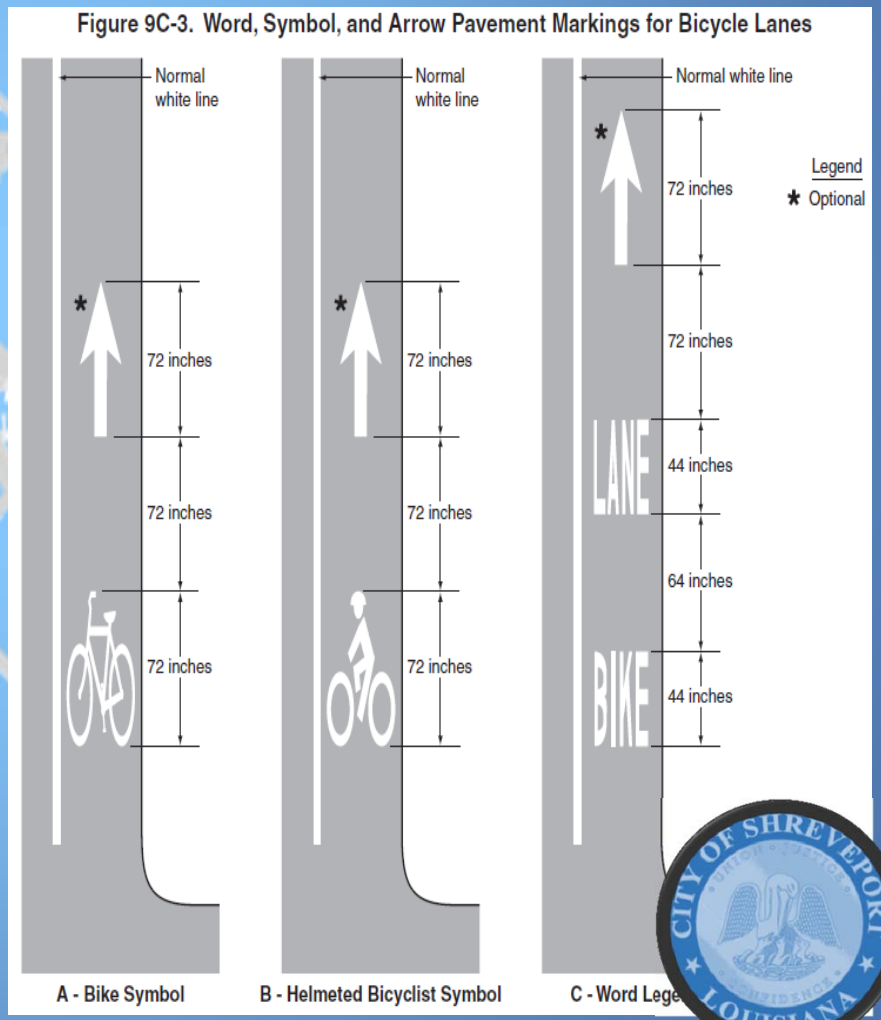
1. **Crockett Street (Sharrow)**
   - Common Street to Commerce Street
2. **Marshall Street (Bike Lane)**
   - Stoner Avenue to Cotton Street
3. **Southern Avenue (Bike lane)**
   - Fairfield to Concrete Southern Avenue
4. **St. Vincent Avenue (Sharrow)**
   - Clairborne Street to Concrete St. Vincent Avenue
5. **Milam Street (Sharrow)**
   - Clyde Fant to Common Street

Recommendations

Bike Lane

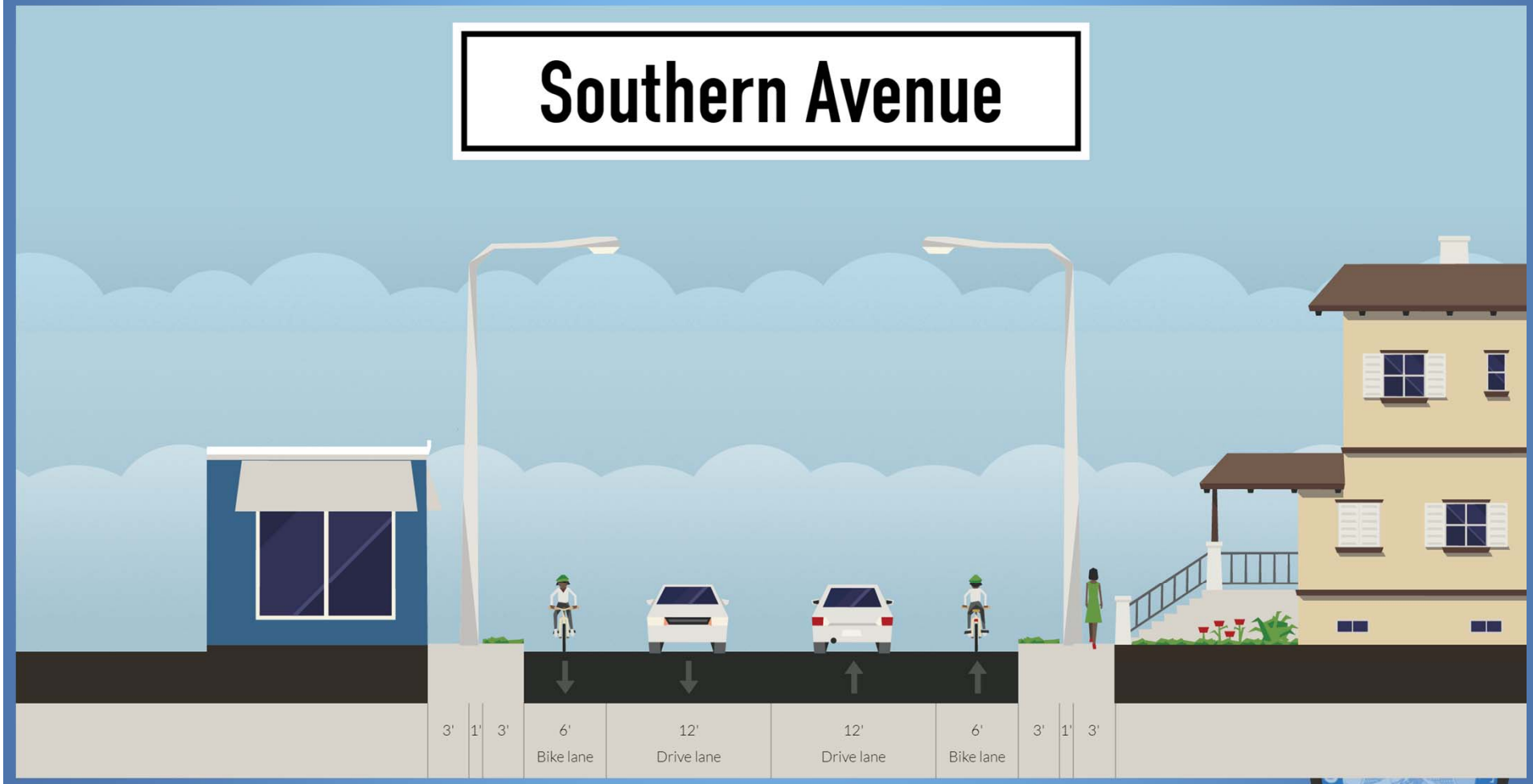
1. **Southern Avenue – Fairfield to Concrete near St. Vincent**
2. **Marshall – Stoner to Lake**

- Striping in accordance to the Manual of Uniform Traffic Control Devices (MUTCD)



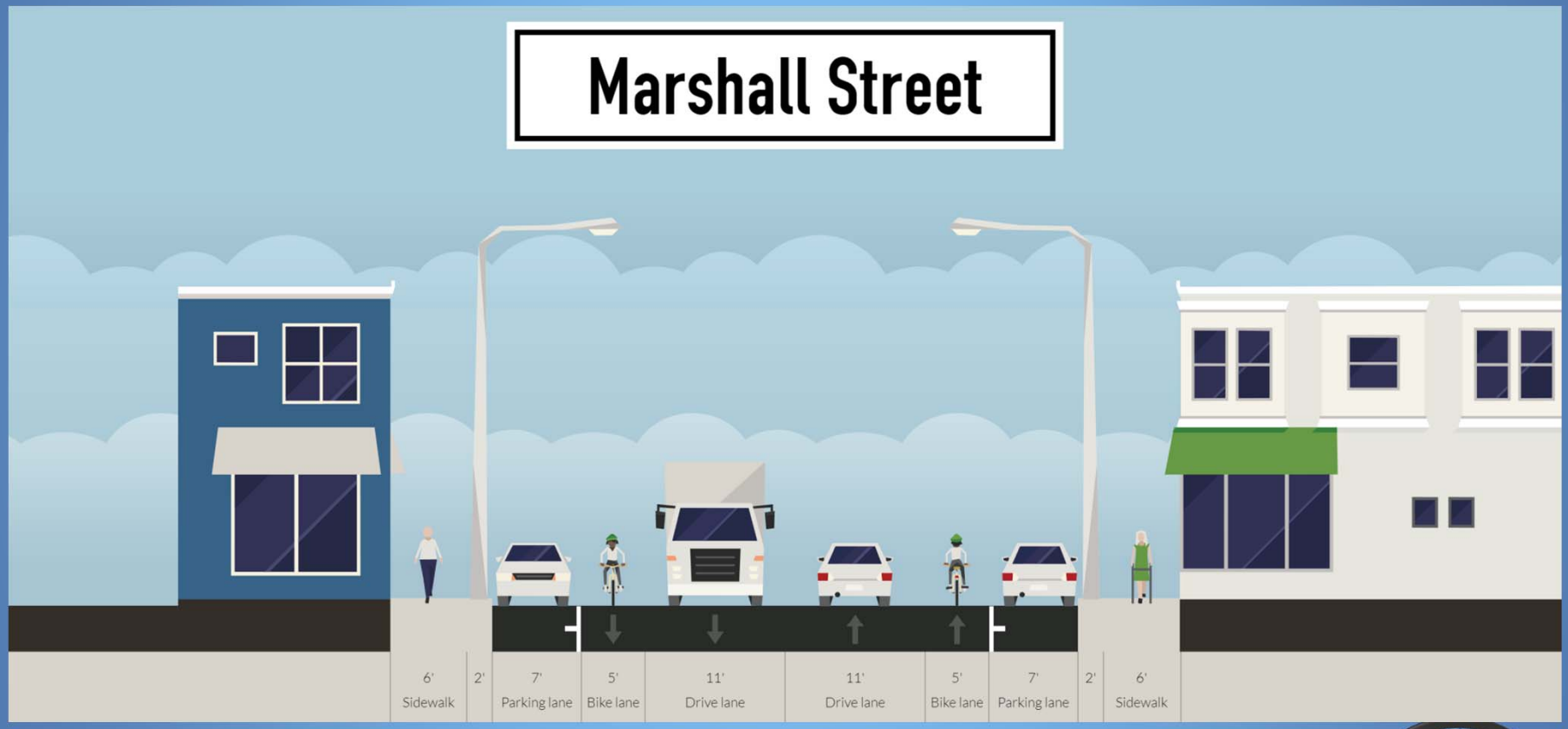
Recommendation 1

Southern Avenue – Bike Lanes



Recommendation 2

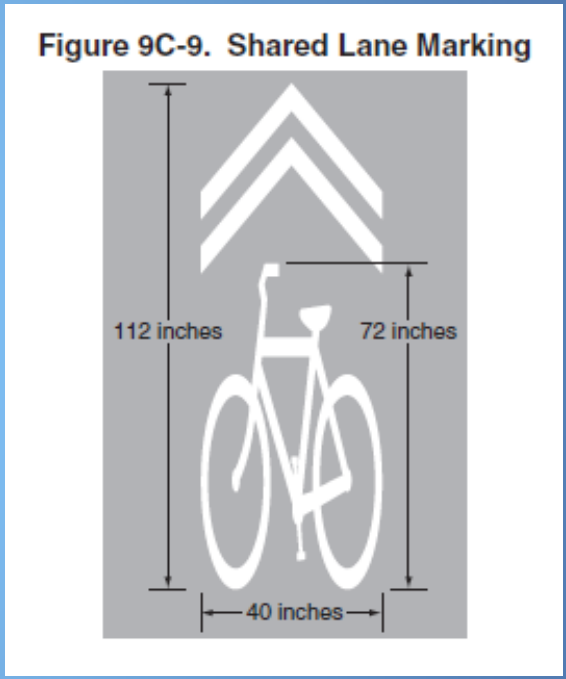
Marshall Street – Bike Lanes



Recommendations

Sharrows

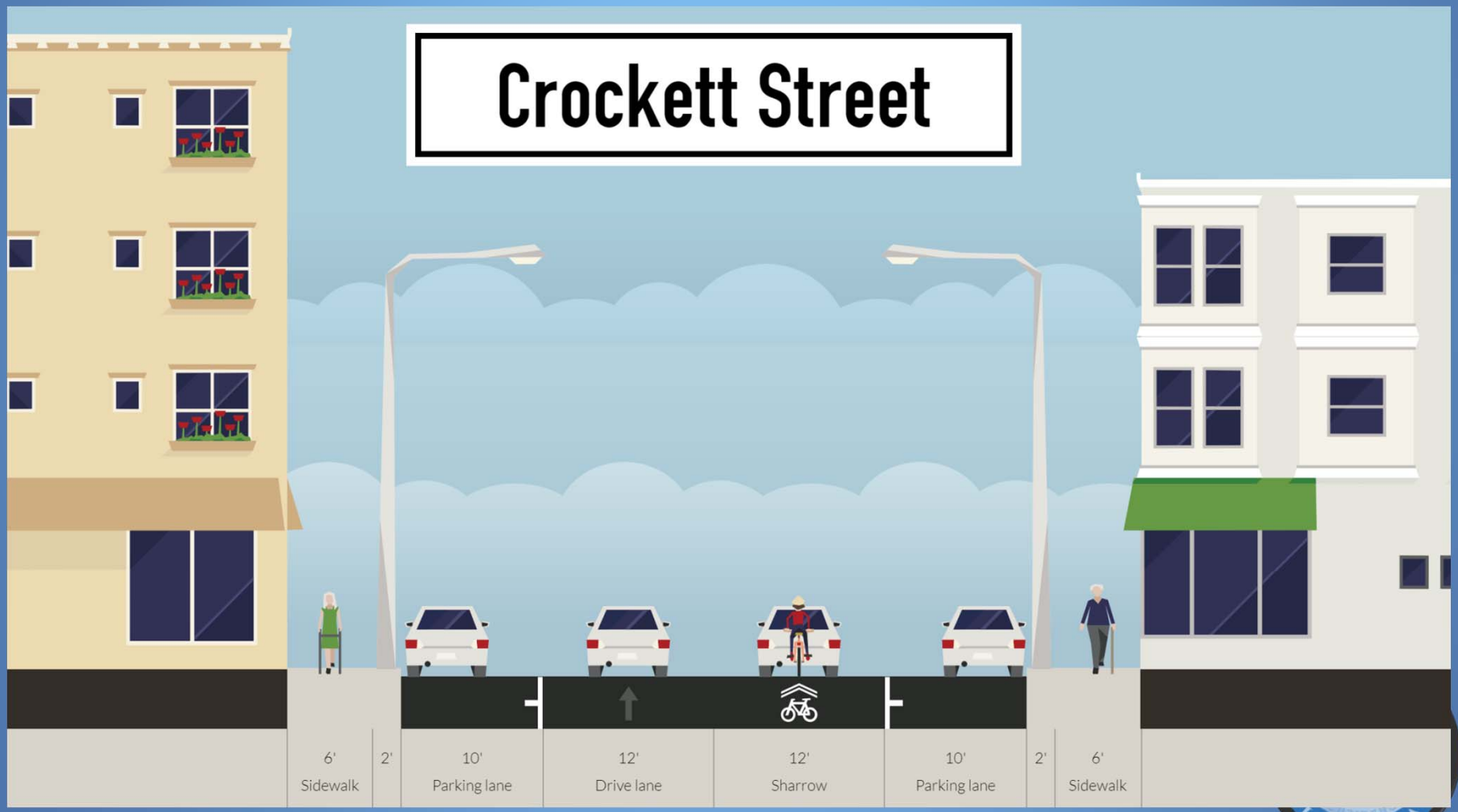
1. **Crockett Street – Common St. to Commerce St.** as a sharrow bike type facility for east bound movement.
2. **Milam Street – Clyde Fant Pwky. to Common St.** as a sharrow bike type facility for west bound movement. The consensus of opinion from the public hearing and online comments requested this to be considered as a sharrow facility.
3. **St. Vincent Avenue – Clairborne St. to Concrete St. Vincent Ave.** as a sharrow bike type facility for north and south bound movement



Striping in accordance to the Manual of Uniform Traffic Control Devices (MUTCD)

Recommendation 3

Crockett Street- Sharrow

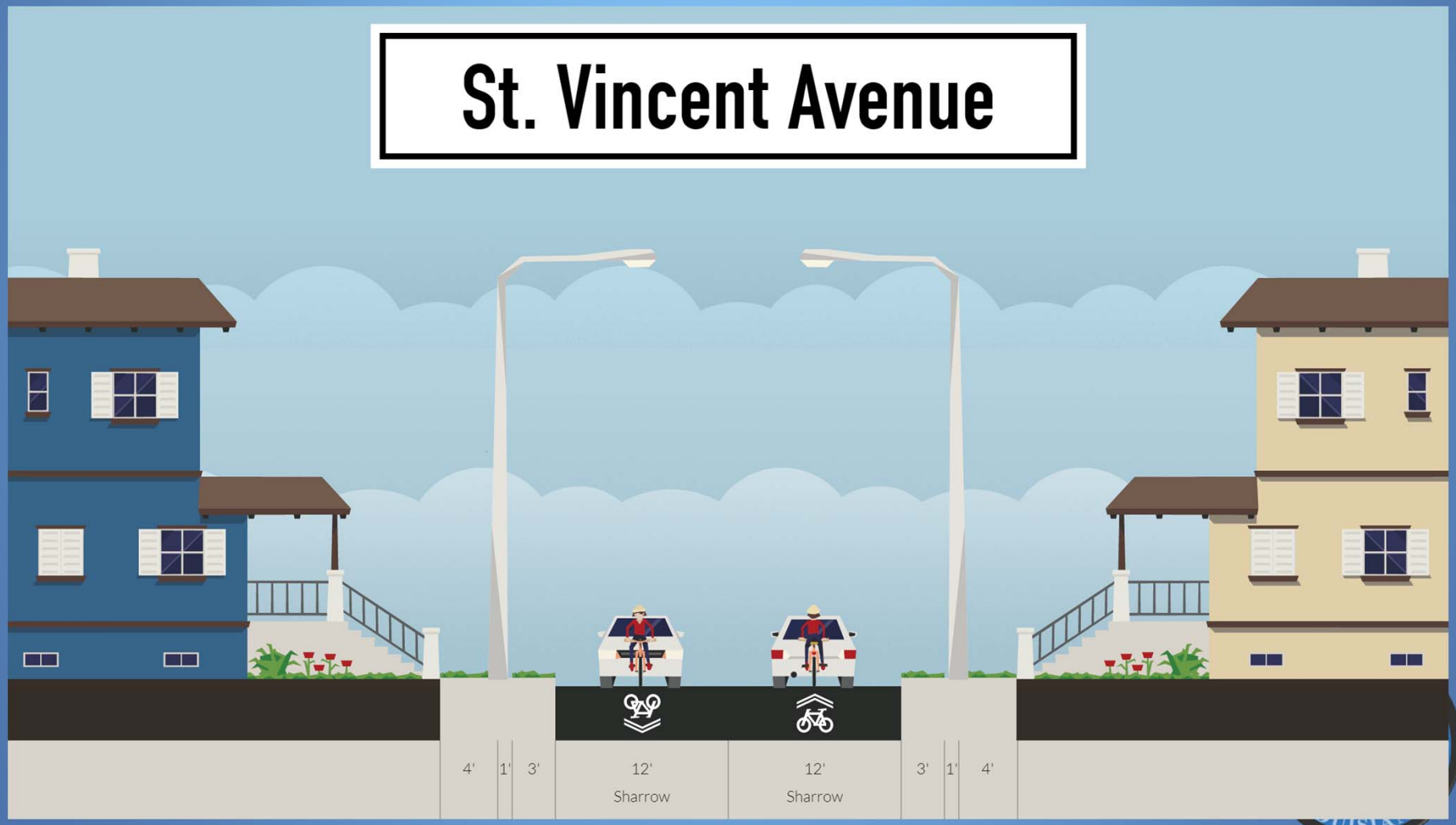


Recommendation 4

Milam Street- Sharrow

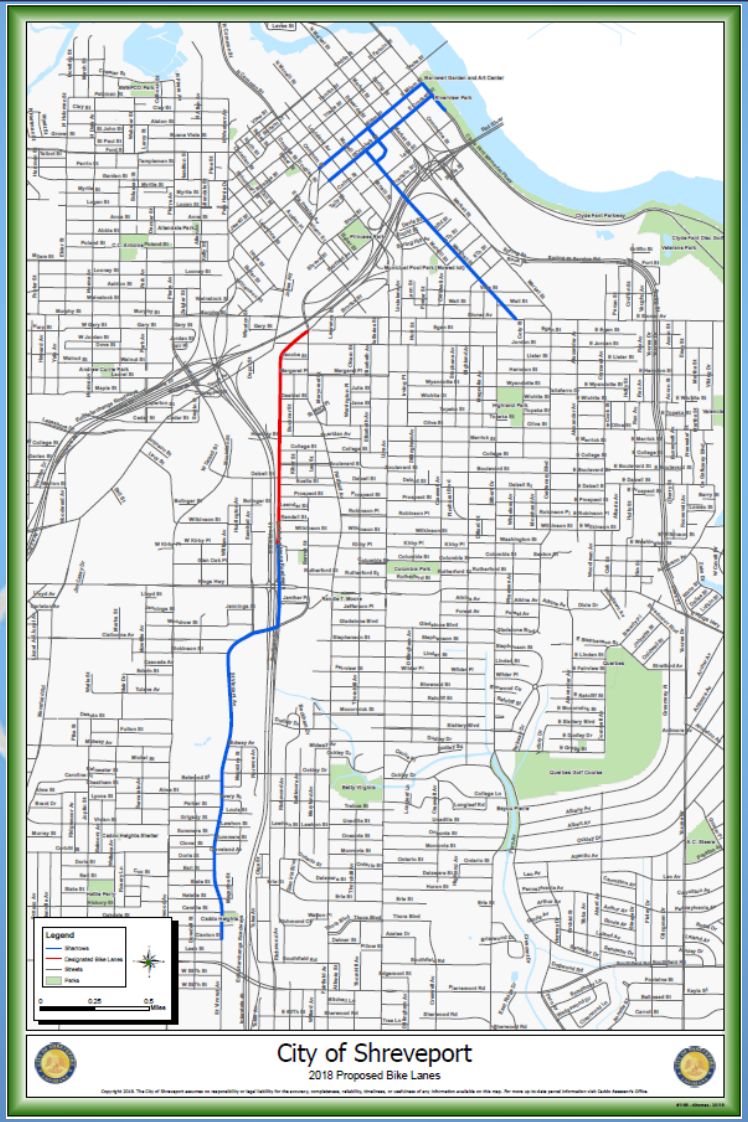
Recommendation 5

St. Vincent Avenue - Sharrow



Recommendations

Interconnectivity



Recommendations

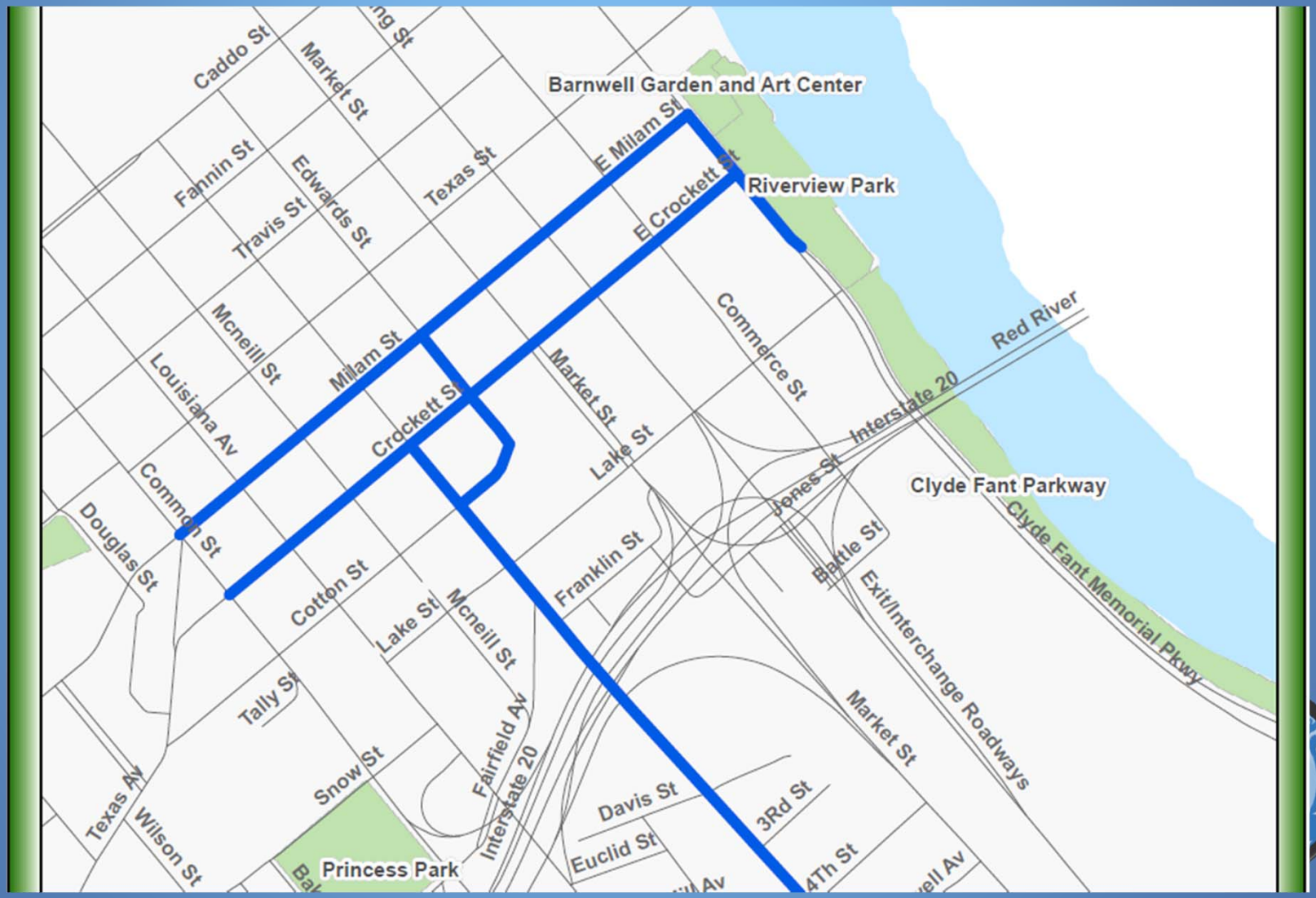
Interconnectivity

Interconnectivity Between Bike Paths

- **Marshall to Crockett:** Via sharrows on Cotton Street.
- **Crockett to Milam:** Via sharrows on Edwards and Clyde Fant Parkway.
- **Crockett to Red River Bike Trail:** Via sharrows on Clyde Fant Parkway (SB).
- **Red River Bike Trail to Milam:** Via sharrows on Clyde Fant Parkway (NB).
- **Southern to St. Vincent:** Via sharrows from Southern to St. Vincent.

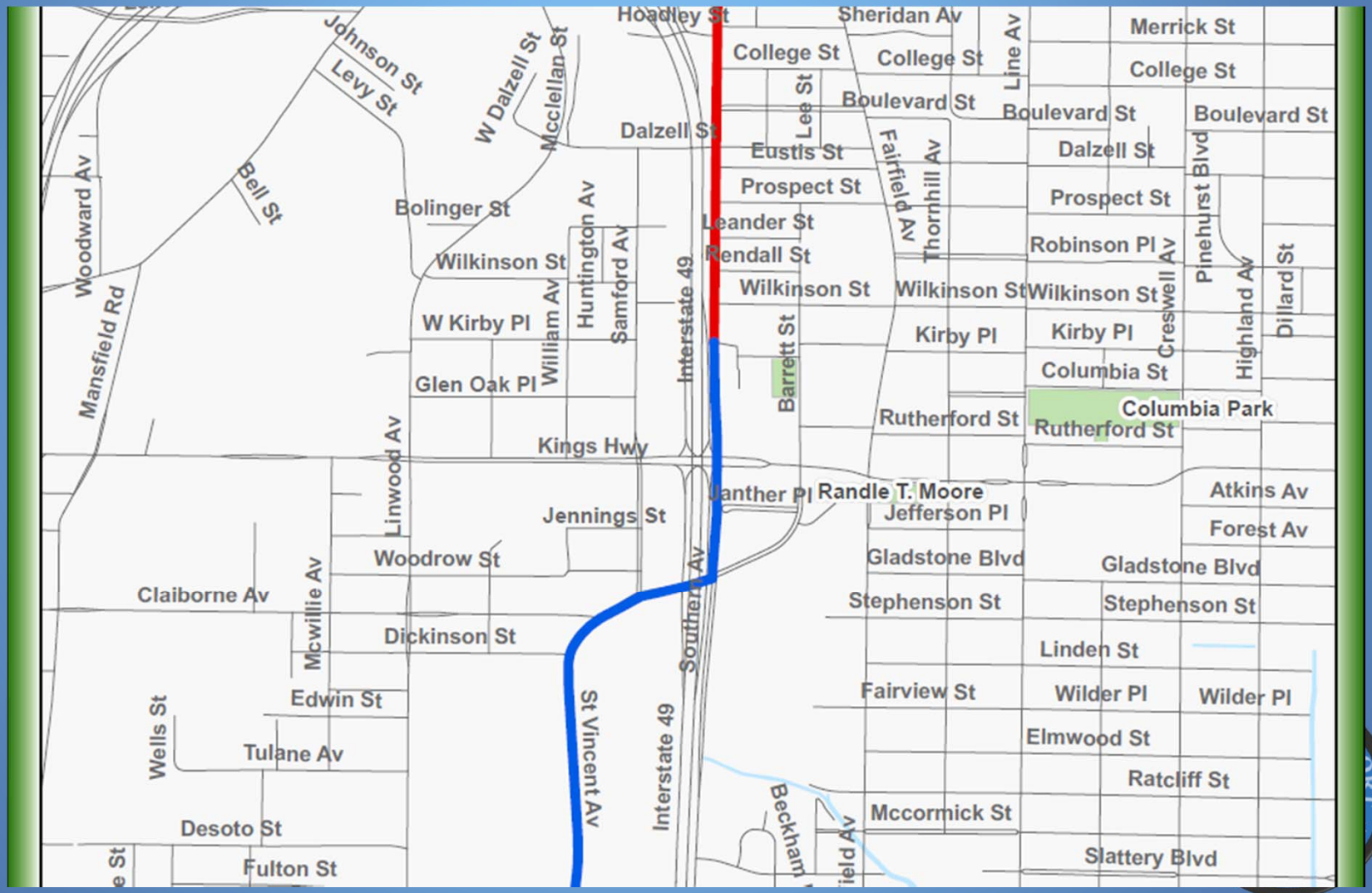
Recommendations

Interconnectivity



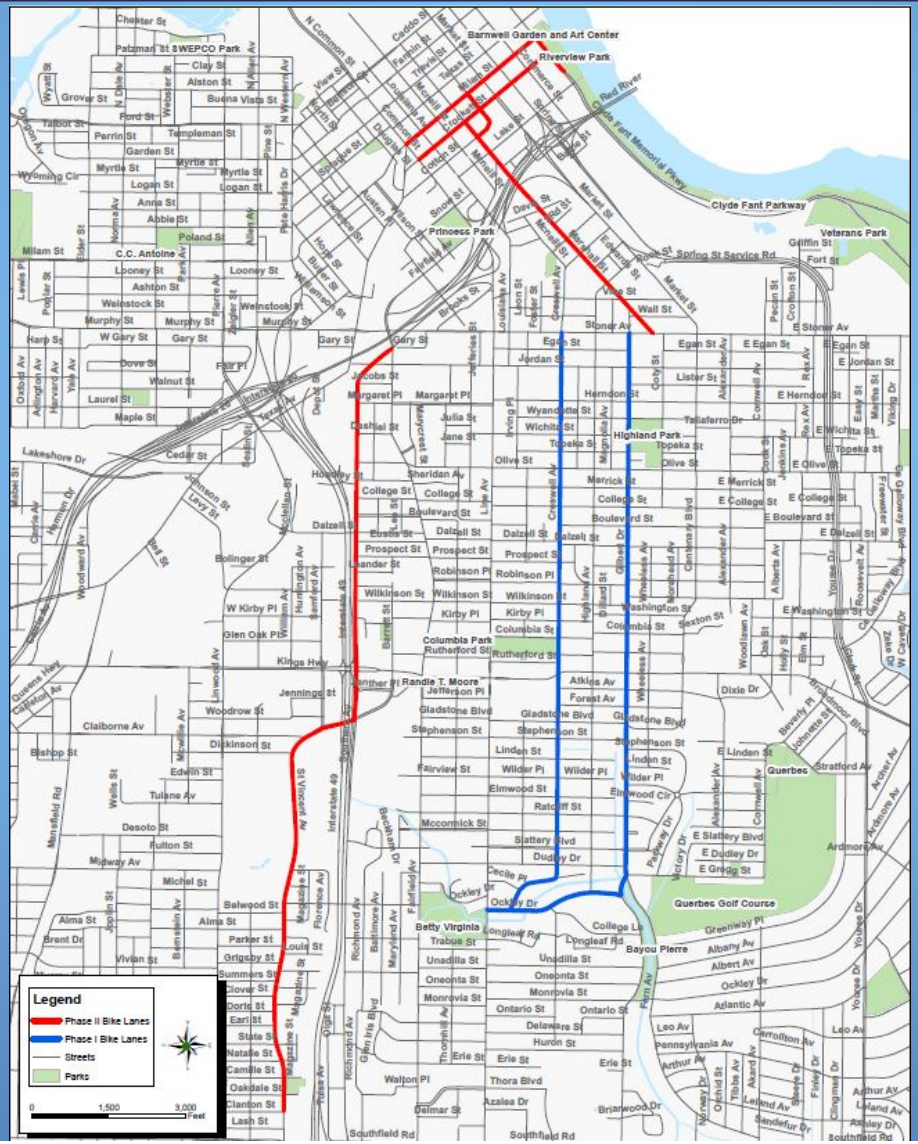
Recommendations

Interconnectivity



Phase I & Phase II

Map



Roadway Striping & Signage
Signage cont'd

- Signage in accordance to the Manual of Uniform Traffic Control Devices (MUTCD)

R3-17

R5-1b
R9-3cP

W16-1P*

D11-1

R7-9a

R7-9

W11-1*

D11-1bP

MUTCD for Streets and Highways, 2009 Edition, pgs. 793, 797,800

QUESTIONS?

Thanks for your participation!!