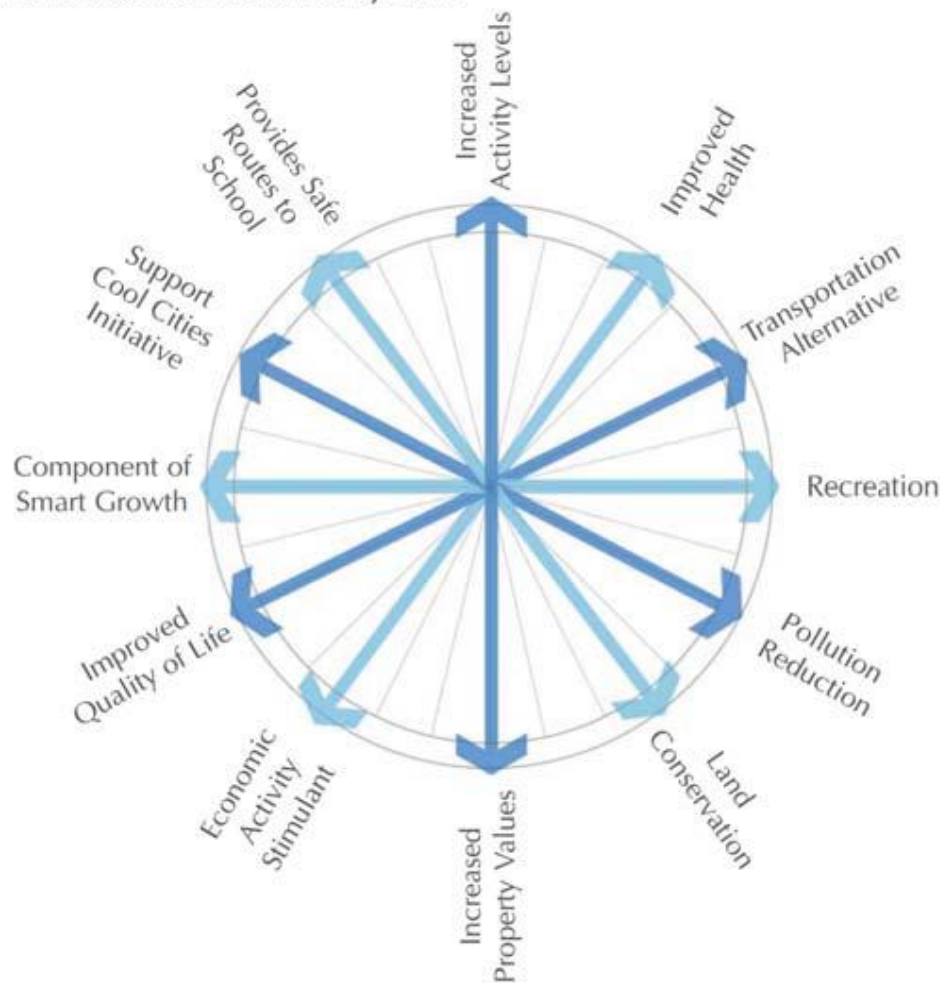


# Bike Accessibility in Milford



### Benefits of Non-Motorized Systems



### The Emerging Network

The existing and proposed non-motorized systems within the village are part of a much larger planned system in Oakland County...originally highlighted in the **Southeast Michigan Greenways Project**, and further refined by **Oakland County Planning and Economic Development**

Within the Village, the pathway builds upon and provides connections to existing non-motorized systems within **Kensington Metropark, Highland Recreation Area, Proud Lake and the existing Milford Trail**

“Non-motorized transportation includes walking, bicycling, small-wheeled transport (skates, skateboards, etc.). These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip to serve both objectives. (VOM MP)

## Village of Milford Master Plan

Non-motorized (or shared-use) path systems are a tremendous asset to any community and provide a host of benefits:

- Lessen the **traffic burden** by providing alternative routes to school, work and shopping
- Lessen the **environmental costs** associated with automobiles
- Promote **healthier communities** and increased **recreational opportunities**
- Bolster local and regional **economies** by attracting visitors and increasing property values

## DDA Plan:

- Wayfinding** signage pointing to the trail (located at various spots downtown)
- Milford Trail Committee**, established to provide private funding for the trail
- 2003 TIF Plan**, provides for expenditures
- Partner with the Joe Dolan/group for purchasing and installing **bikeracks** downtown
- Provide sponsorship assistance for the Milford **Criterion**
- Further enhance downtown Milford as a **regional trailhead**
- Provide safe access to users from the east side of Main Street to the west



MDOT ENHANCEMENT  
GRANT APPLICATION  
VILLAGE OF MILFORD, MICHIGAN



## Challenges to Milford System:

- Funding
- Geometrics of the Traditional Road System
- Classic Driver vs. Cyclist dichotomy
- Neighborhood resistance to expanding sidewalks for Shared Use Paths
- Preservation of Walkability, or multi-user philosophy (integrated streets)

## Some Solutions:

### •Build designated Bike Lanes

- 4 ft on either side of the road, or widen the road by a total of 8 feet
- Paved shoulders usually used on rural roads, or about 4 ft outside the shoulder

### •Build Shared-Use Paths

- Generally 8 to 10 in width, separated from the road
- Neighborhood disruption

### •Install Sharrows, or Share the Road designated lane markings

- On existing street alignments
- Require education component
- Install vertical signage

### •Don't Do Anything



# Share the Road, or “Sharrows”

ST JOHNS BIKE SHARROS 2 - BOULANGER 05

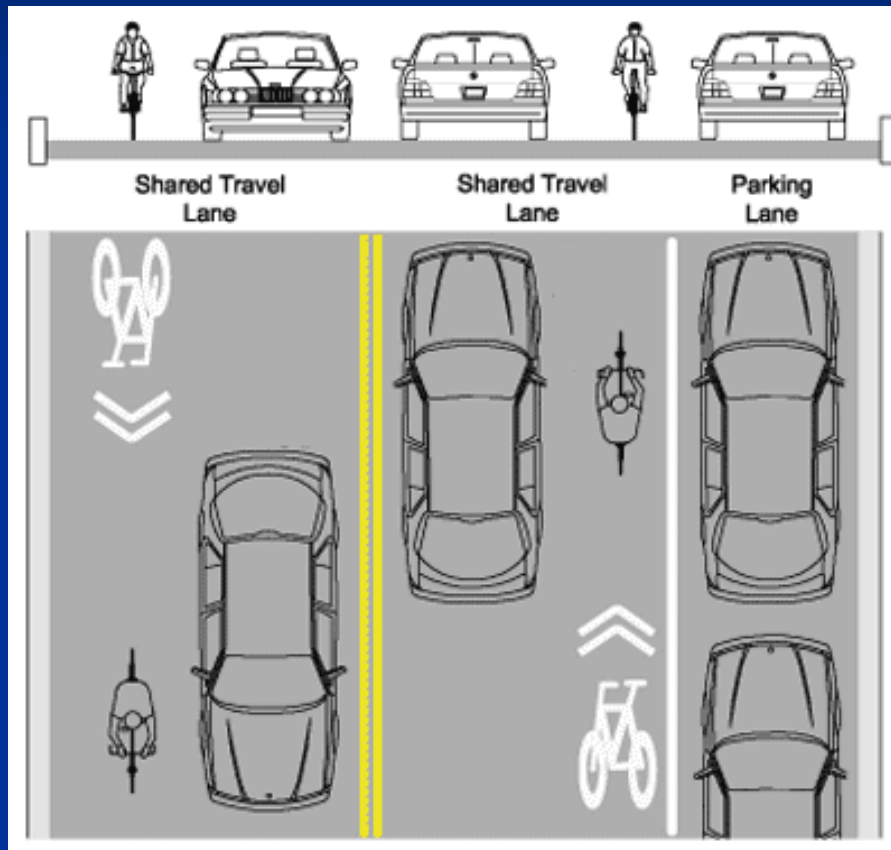


Portland

Wikipedia:

A shared-lane marking or “**sharrow**” is a roadway marking (or a shared road arrow) installed at locations in Australia, Canada, France, Germany, Switzerland, the United Kingdom and the United States.

**Sharrows** are short for “shared lane pavement markings.” They are comprised of an image of a bicycle with a series of chevrons to indicate that motorists and cyclists are to share the travel lane



## Other U.S. cities that have employed “sharrows”:

**Atlanta, Georgia**

**Flagstaff, Arizona**

**Long Beach,  
California**

**Los Angeles,  
California**

**Fort Collins, Colorado**

**Miami Beach, Florida**

**Chicago, Illinois**

**Louisville, Kentucky**

**Ithaca, New York**

**Dayton, Ohio**

**Portland, Oregon**

**Bethlehem, Pennsylvania**

**Pittsburgh, Pennsylvania**

**Spartanburg, South Carolina**

**Austin, Texas**

**Salt Lake City, Utah**

**Bellevue, Washington**

**Sheboygan, Wisconsin**

**St. Louis, Missouri**

**Columbus, Ohio**

**Sioux Falls**

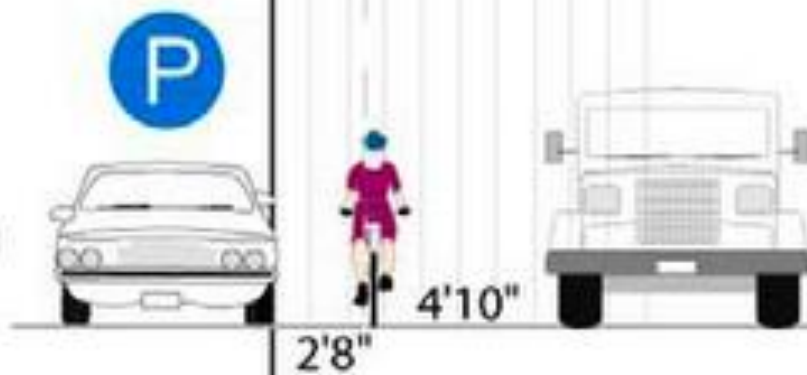
No Marking



Bike-in-House



Chevron



## 2009 Report: AASHTO Guide

Where right-of-way is adequate, or where additional right-of-way can be obtained, roads can be widened to provide paved shoulders or bike lanes.

**The decision to widen the road should be weighed against the likelihood that vehicle speeds will increase, which will have adverse impacts on bicyclists and pedestrians.**

In urban and suburban areas with sidewalks or foreseeable pedestrian use, the goal of improving bike accommodation should be balanced with the goal of maintaining a **high quality pedestrian environment**, as well.

## San Francisco Study of 2004 study results show that sharrows:

- Improve positioning of both cyclists and motorists on streets without bike lanes;
- Reduce aggressive motorist behavior;
- Prevent wrong-way bicycling;
- Prevent bicycling on sidewalks;

# Manual on Uniform Traffic Control Devices (MUTCD, 2009), Federal Standard, excerpt:

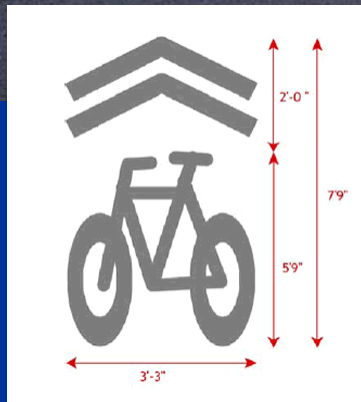


Figure 9C-9 Shared Lane Marking

## Section 9C.07 Shared Lane Marking (MUTCD)

The Shared Lane Marking shown in **Figure 9C-9** may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
- D. Encourage safe passing of bicyclists by motorists, and
- E. Reduce the incidence of wrong-way bicycling.

*Guidance:*

*The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

# Why Milford?

- Dense urban core
- All streets < 25 mph
- Pedestrian-oriented, integrated street system
- Locally owned roads
- Potential funding solution
- Good interim measure
- Roads legally used by cyclists and motorists already
- DDA can support education component
- Low to moderate rider-ship; not enough cyclists to install bike lanes
- Supported by AASHTO & MUTCD



