

# Bicycle Facilities Maintenance

---

2020 UPDATE TO TRANSPORTATION COMMISSION

A solid green horizontal bar at the bottom of the page.

# Streets & Urban Forestry

---

CHARLIE ROMINES, STREETS SUPERINTENDENT

# Sweeping Year Round

## Winter:

- Off-street paths are swept with toolcats with broom attachments ~2-3 times a winter, as weather & staffing allows
- On-street lanes not swept



## Warmer months:

- Off-street paths swept regularly; approximately once every 3 weeks.
- On-street lanes: weekly in areas with CSCL; approximately once every 10 days on areas outside of CSCL.

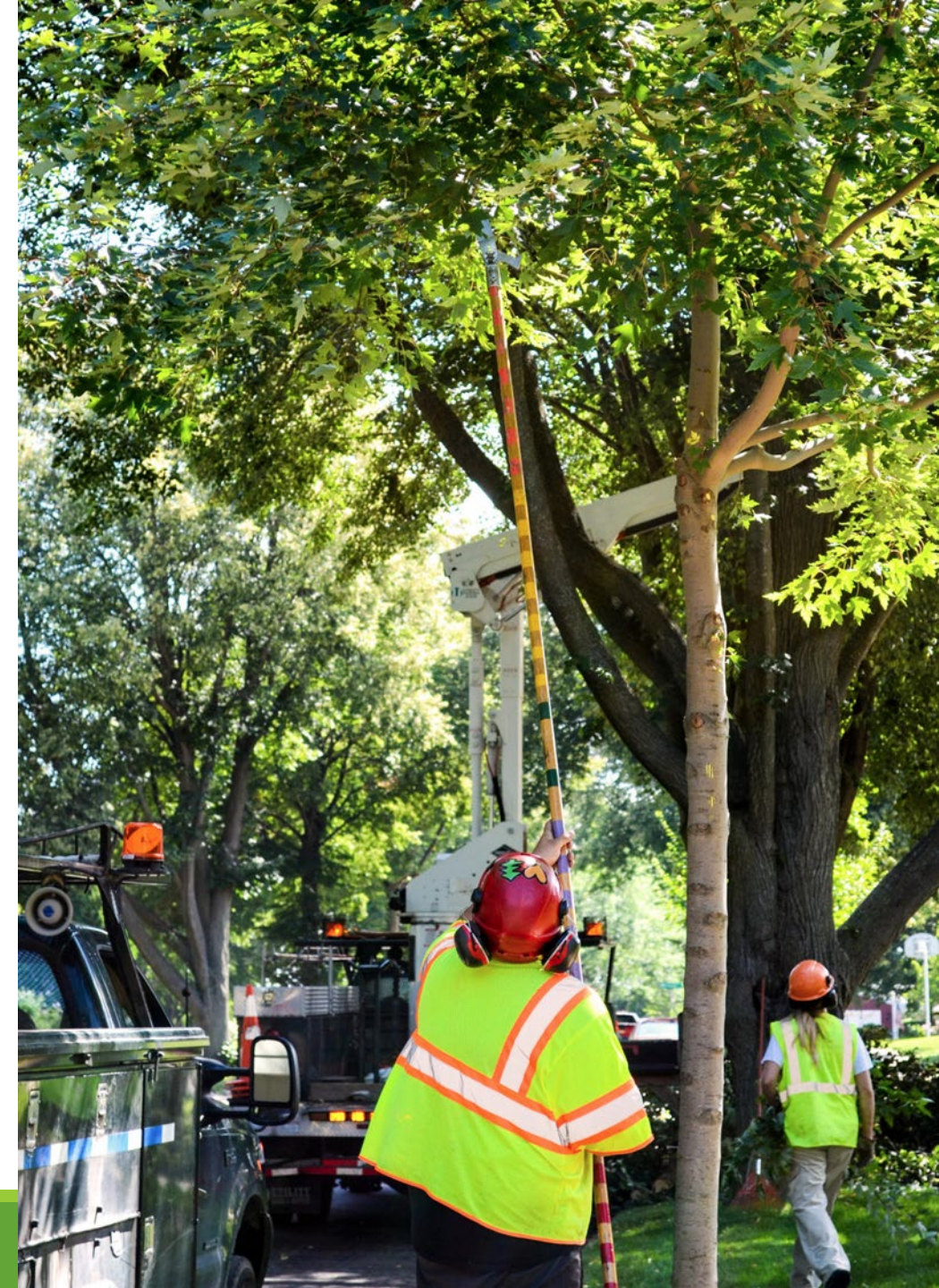


# Tree Pruning

Pro-active trimming of temporary branches helps keep street trees from affecting riders

Responds to complaints regarding low branches if any develop

Assists Parks with tree maintenance along paths if removals or tower trucks are necessary



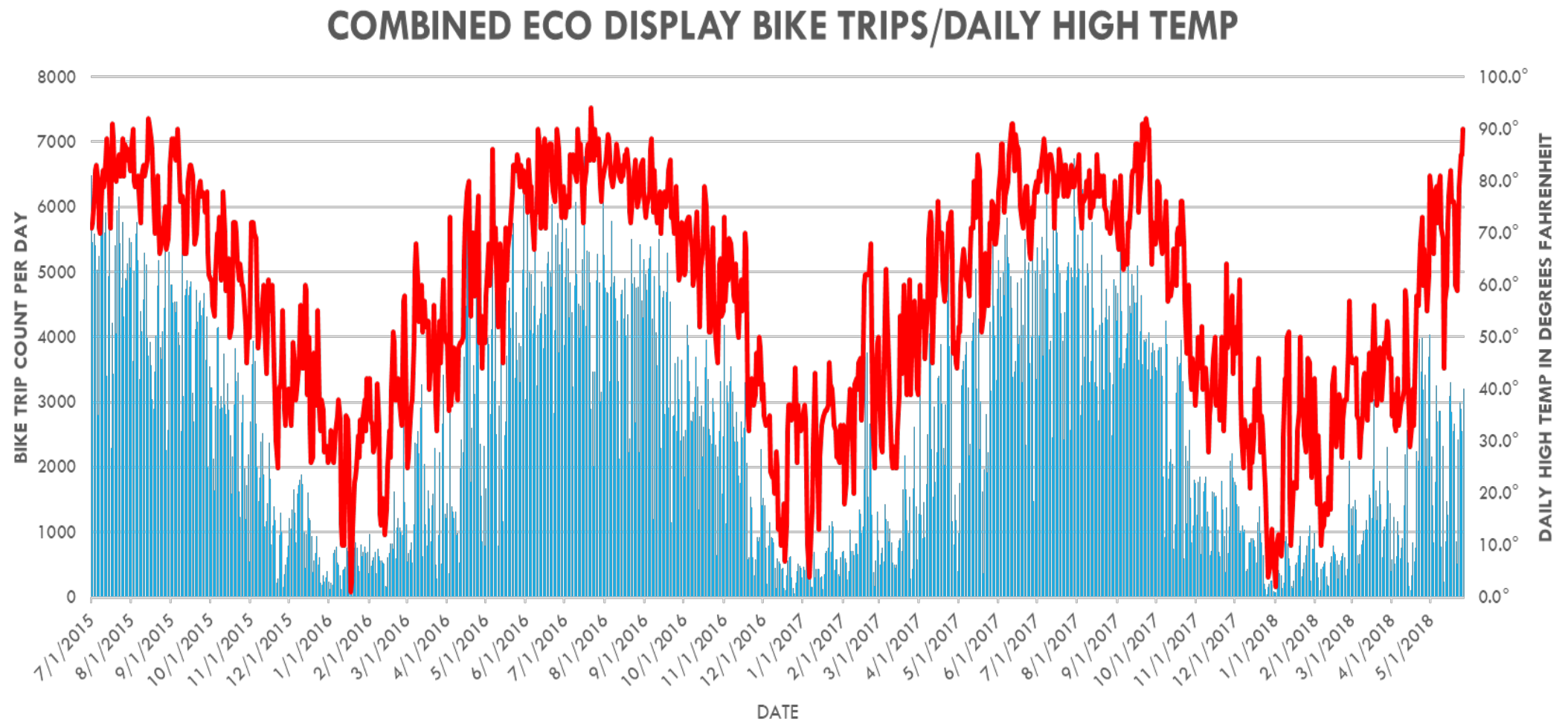
# On Street Bike Lanes in the Winter



- Most on-street lanes on salt routes
- Snow pushed back on from lane on final lap of routes
- Will be snowy as bike lanes are near curb and snow is pushed to the curb
- Will not be salted directly
- Need time, traffic, and access to plow them



# Winter Usage



■ BIKE TRIPS — DAILY HIGH TEMPS

- **Biking trips correlates with temperatures**

- For every 10° drop below 45°, you lose ~40% ridership (1,275 trips at 45°; 730 at 35°, etc.)

- **Snowfall disruptions temporary**

- Ridership returns to average levels for the air temp the day following snow falls

- **Fewer riders and at different times**

- Winter riders are commuters as average weekend trips dip

# Winter Bike Facility Quadrant Reimagining



# Engineering and Parks

---

KATHY CRYAN, ENGINEERING DEPUTY DIVISION MANAGER

LISA LASCHINGER, ASSISTANT PARKS SUPERINTENDENT



# Winter Arterial Path Maintenance

- Cleared by 7 AM, M-F (excluding weekends and holidays).
- Service Level Enhancement effective January 1, 2020
  - Cleared on weekends and holidays within 12 hours after snow has stopped falling.
  - Parks purchased additional Toolcat to better support bike paths snow clearing and to accommodate growth in bus stops, sidewalks and secondary bike paths.
- Outcomes
  - Reduced snow pack leading to improved path conditions.
  - Increased access during weekends and holidays and customer/biker satisfaction.



# Winter Path Maintenance

---

- Secondary paths
  - Cleared by 3:30 pm day after snow has stopped.
- All paths
  - 95% sand; 5% salt mix is spread judiciously at discretion of staff or in response to complaints.
  - Crews revisit path/street intersections at least once each day to when it is snowing and daily after snow has stopped to remove windrows formed during street plowing operations .



# Bike Path Vegetation Management

---

- Biweekly mowing (5' along both sides).
- Remove brush to eliminate vision hazards.
- Noxious weed and invasive species monitoring and removal performed by contractors.



# Design and Pavement Management

---

# Design

---

- Design engineers consult with Operations sections during design process.
- Particularly important with new facility types such as protected bike lanes.
- Example – Contra-flow versus Bassett protected bike lanes.



# Pavement Management

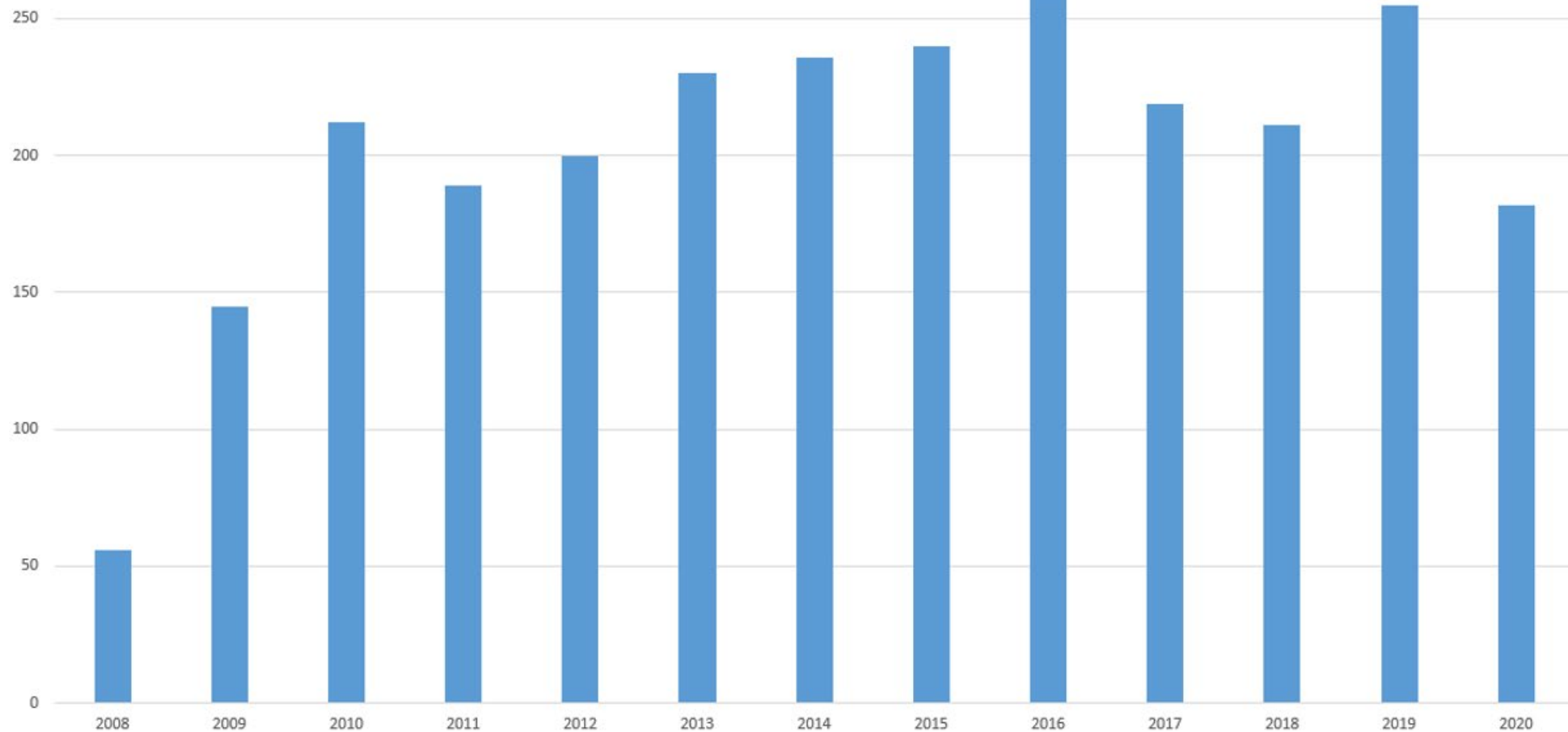
---

- Bike path pavement condition assessed and rated every 2 years – same as for streets.
  - Rated on scale of 1 to 10 with 10 being new pavement.
  - Current average rating for all bike paths is 8.
- Resurfacing programmed into capital budget.



# Report A Problem

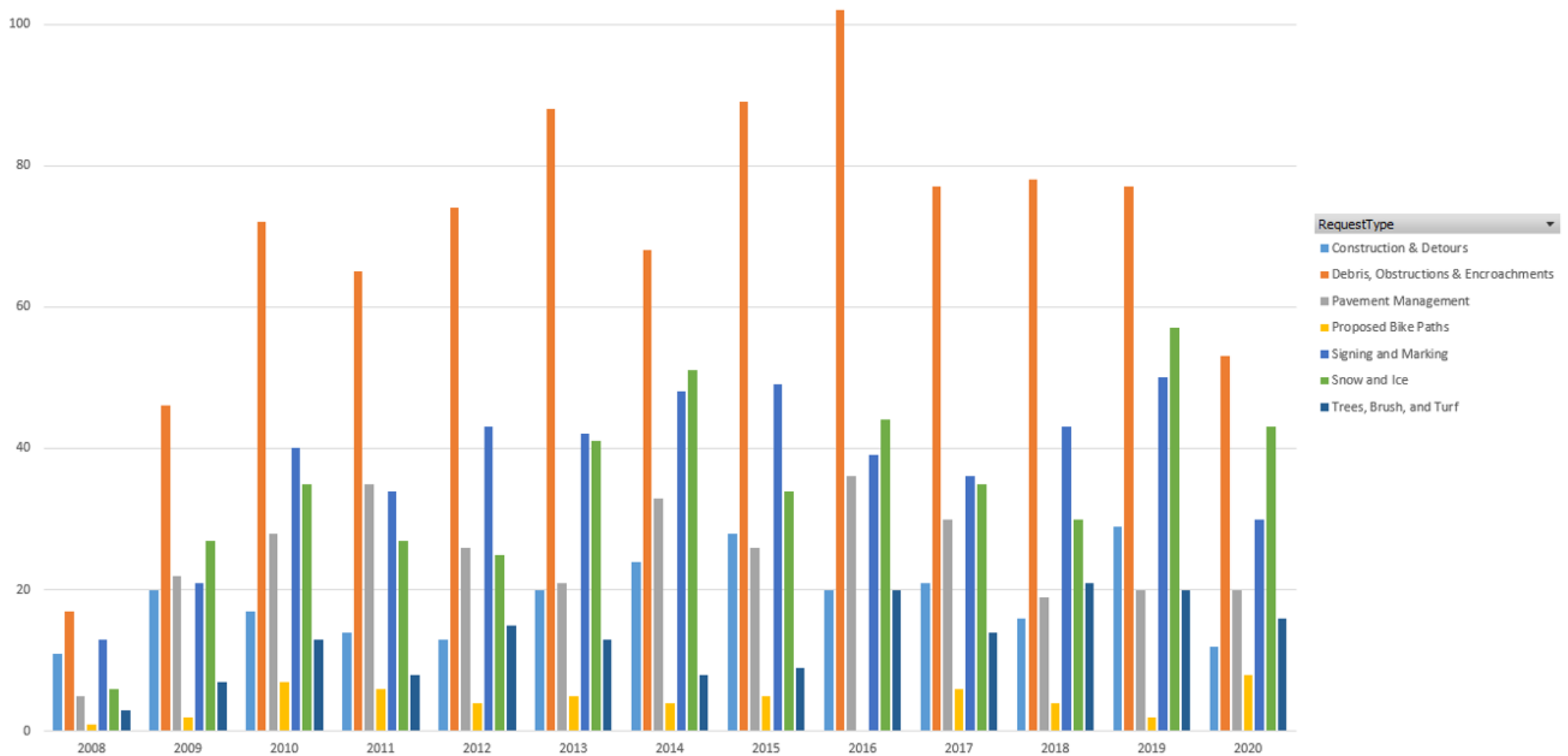
---



# Bikeway Report A Problems

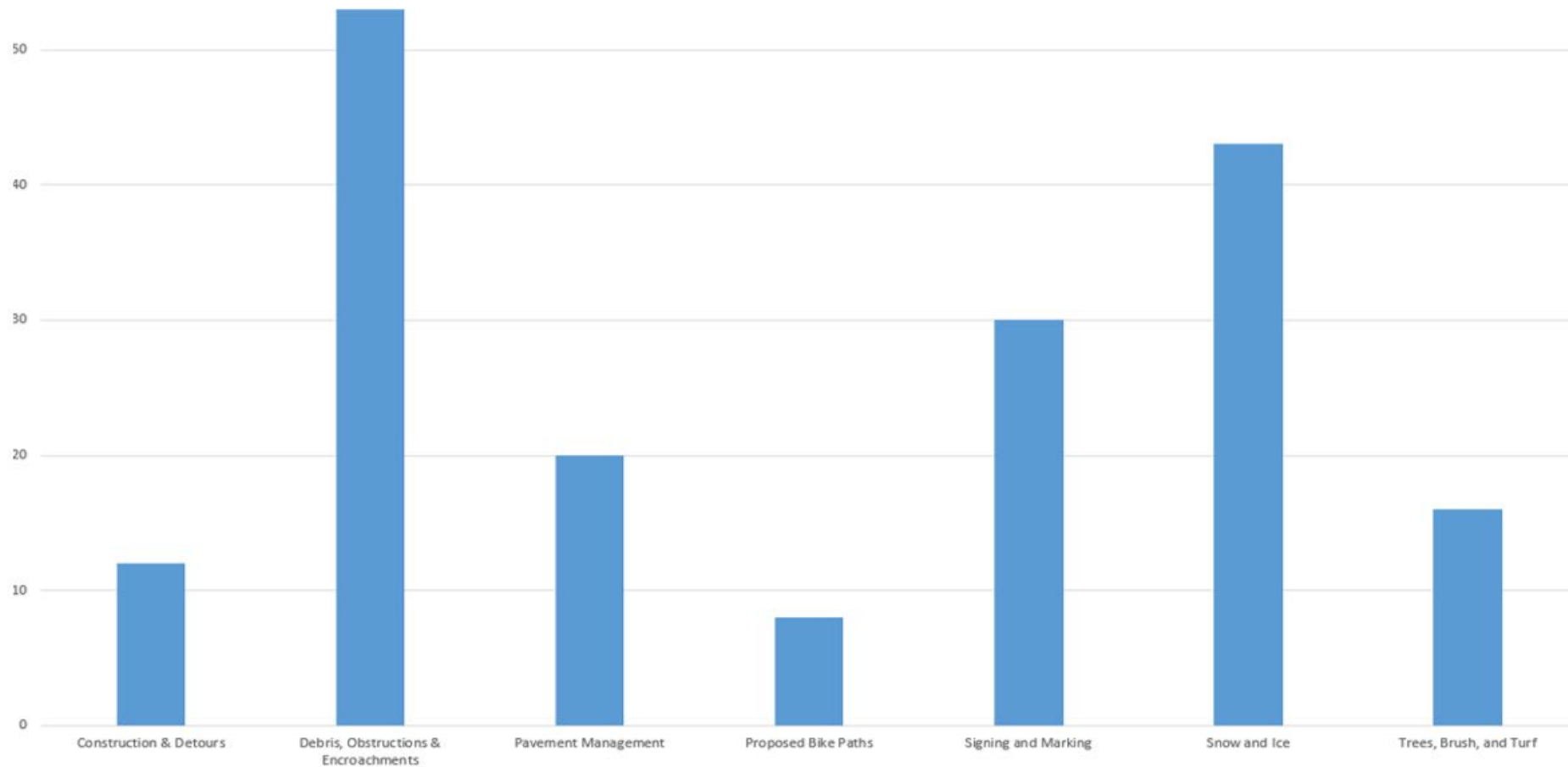
2008 through 2020





# Bikeway Report A Problems by Category

2008 through 2020



# Bikeway Report A Problems by Category

2020

