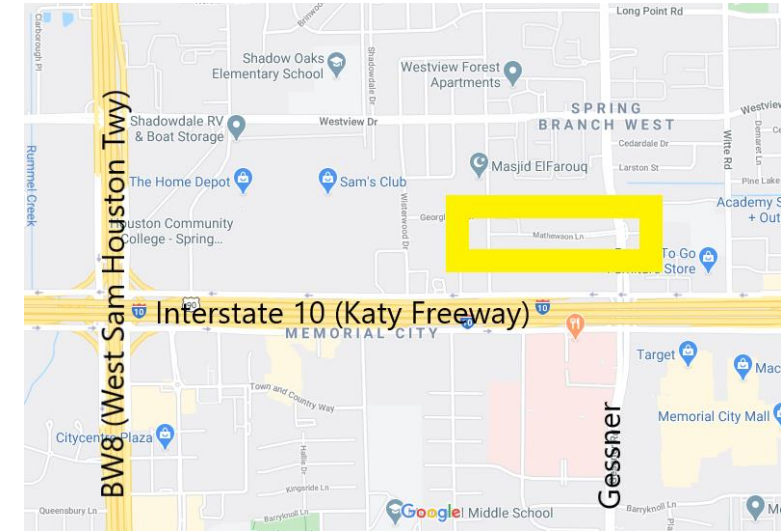


Bicycle Infrastructure on Mathewson Lane

Bryan Dotson

June 9, 2020



Bicycle Infrastructure on Mathewson Lane

- Bike lane places inexperienced cyclists in hazardous door zone.
- Possible options to avoid this hazard in future:
 - 25 mph posted instead of 30 mph and mark as “Bikes May Use Full Lane”.
 - In west section (assuming ROW was limited):
 - No on-street parking.
 - In east section:
 - Smaller/no median.
 - No on-street parking.



- Inexperienced rider will be in door zone.



- Experienced rider would take lane or use far left side of lane.



Houston Bike Plan Toolkit

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https://houstonbikeplan.org/wp-content/uploads/2017/07/HBP-Chapter-4-Toolbox-Chapter_Feb17.pdf

ELEMENTS

- 1 The lane is clearly marked with pavement markings and signs.
- 2 The desirable one-way cycle track width is 6 feet or greater. Minimum width in constrained locations is 5 feet. In areas with high traffic, wider lanes may be appropriate.
- 3 The minimum buffer width is 2'. If parking is located alongside the lane, the buffer must be at least 3' so that car doors do not swing into the bike lane.
- 4 Alternate#1: The lane may be separated from traffic by a painted buffer with "armadillo" cycle lane delineators.
- 5 Alternate #2: The lane may be separated from traffic by a continuous curb if a maintenance plan is in place to sweep the lane.
- 6 The lane is separated from the sidewalk by a standard curb.

BICYCLE TOOLBOX | HOUSTON BIKE PLAN

Sharrows Implementation in West Houston

Bryan Dotson

May 28, 2020



Issues and Alternatives

- Sharrows are not maintained.
- Placement of sharrows tells cyclist to take the lane on a standard-width (14' or greater) lane.
- Alternatives (narrow scope):
 - In same overall ROW, use a bike lane.
 - Narrower lanes and sign as "Bikes May Use Full Lane".
 - Place center of sharrow 4 feet from curb.



Brittmoore Status (I-10 to Clay Road)

- Brittmoore was reconstructed around 2015. Posted 40-45 mph.
- Sharrows mostly worn off now and COH will not repaint them.
- Outside lane width is almost 14 foot “standard”. Spot measurements 13’9”. Curb-to-curb 62’ (4 lanes, 14-11-12-11-14).

From: [Bryan Dotson](#)
Sent: Thursday, March 21, 2019 9:23 PM
To: [Bowen Roberts](#)
Subject: INFO: Houston 311: Brittmoore Sharrows: Will not repaint sharrows

I called them today on 101003391132 (Brittmoore and Clay).

The person who answered 311 read me quickly the findings, which I couldn't write down fast enough, but apparently they talked to a “temporary” bike person who said that Brittmoore is no longer classified as a bike route. It is now a bike path. Sharrows will not be repainted. “Share the Road” signs will not be removed.

Segment from Hammerly to Clay has fewer entrances and they don't see heavy traffic. Posted 45 mph.

Segment from Westview to Hammerly has many entrances that see significant traffic. Posted 40 mph.



Observations on Memorial May 27, 2020

- Two sharrows painted; possible that more will be done as construction is not complete.
 - Westbound at Kirkwood.
 - Westbound at Clear Spring Drive.
- Lane widths are 15' outside and 10' inside. Posted 35 mph.



Brittmoore Northbound at Hammerly April 2020



Brittmoore Southbound at Cannes Memorial Dr.



Lane Width and Sharrows

By Texas law, I would be riding illegally if I rode in the center of a lane >14' wide, subject to the other exemptions.

Texas Transportation Code Sec. 551.103. OPERATION ON ROADWAY.

(a) ... a person operating a bicycle on a roadway who is moving slower than the other traffic on the roadway shall ride as near as practicable to the right curb or edge of the roadway, unless:

..... (1) or (2) or (3) or

(4) the person is operating a bicycle in an outside lane that is: (A) less than 14 feet in width and does not have a designated bicycle lane adjacent to that lane; or (B) too narrow for a bicycle and a motor vehicle to safely travel side by side.

<https://www.txdot.gov/inside-txdot/modes-of-travel/bicycle/know/laws.html>

› If there is an on-road bike lane, does a cyclist have to use it or can they use the general travel lane?

› When is a crash report required and when is it not?

✓ Where is it appropriate to use shared lane markings (sharrows)? Where is it not?

The use of sharrows is evaluated on a case-by-case and project basis by the entity with authority over the highway or road. The 2009 edition of the Manual on Uniform Traffic Control Devices (MUTCD) includes a provision for shared lane markings with guidance that the markings should be placed at least 11 feet from the curb face or the edge of the pavement on a street with parallel parking.

On streets with no parking and an outside lane less than 14 feet wide, the centers of the shared lane markings should be placed at least 4 feet from the curb or edge of the pavement. The MUTCD also states, "The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph." Many cities and states have started implementing shared lane markings to encourage the safe coexistence of bicyclists and motorists.

› What is TxDOT policy on building sidewalks and bicycle accommodations?

July 22, 2020 Bicycle Advisory Committee
Regarding Agenda Item 6 - Presentation on Crashes Involving Cyclists in 2020

Though the recent death of prominent lawyer Stephen Susman was immediately attributable to COVID-19, it was also attributable to the bike crash he suffered in April, which put him in lengthy rehab with weakened physical health. I read that it had been a kind of freak accident with his tire getting caught in an expansion seam. I am not sure how freaky that is. It happened to me and a friend who was in the med tent during the Tour de Houston heard that someone had gone down in the exact location where my accident had been. Luckily, my accident wasn't too severe, though I must have been knocked out for several minutes as I regained consciousness only when I was getting loaded into an ambulance. By the time I got to the hospital, I was conversant and the paramedics said that they had picked cyclists up at that location before.

The seam that got me, and apparently others, is where the cloverleaf from westbound Memorial enters southbound Waugh, just south of where Waugh and S. Heights merge. Though I used this route at least three times a week and thus knew about this tricky seam, all it took was that one time when my mind drifted off and I wasn't paying attention.

I am thinking some kind of painted warning on the street approaching such tricky seams would be helpful. Most seams are perpendicular to the direction of traffic and don't pose a problem, but those that come at another angle, such as the one that got me, are problematic.

Accident data, such as where Steve had his accident and those reported by paramedics, as well as reports from cyclists could provide information where such warning tape or paint should be applied.

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