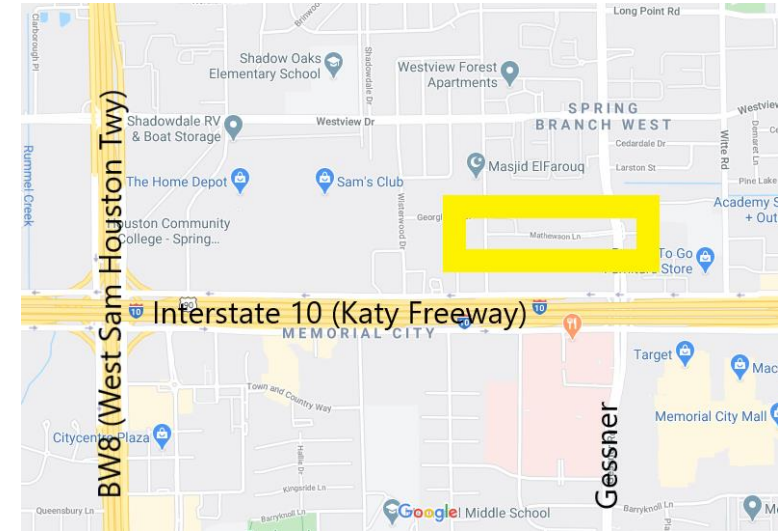


Bicycle Infrastructure on Mathewson Lane

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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.



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

Draw Erase

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.

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