

## Town of Bedford Pedestrian & Bicycle Connectivity Master Plan

Both the 2013 and 2014 Plans were developed by the same company, Fitzdesigns. However, costs described in each plan are drastically different and they use 2 very different price sources to prove their point. They use Vtrans Report on Shared-Use Path and Sidewalk Unit Costs, 2010 (old stats and urbanist agenda) and other times the use 2008 stats and MASS DOT (think union prices here) to dissuade from what they want and prove to you that you are getting a deal.

By the way, they surveyed a whopping 75 people at Bedford Old Town Day. Survey was pretty much “pick which plan you like better”. Sound familiar? Note: Don’t miss any more Bedford Olde Towne Days.

- **We can’t bike all year round with New England weather**
- **These paths need to be maintained**
- **These paths need snow removal (still wont be able to bike on a path)**
- **Liability if not properly cleared and maintained? Does the town have responsibility?**
- **How will bike sharing help traffic during inclement weather? Rain, snow, high wind, etc.**
- **Studies show Sharrowing, bike lanes, multi-use paths are not safe during heavy commute times and actually double the commuter time because of confusion and drivers fear of hitting bikers. Search YouTube for scary accidents.**

Is it the town’s responsibility to provide recreation or alternative transportation? Re: Wants vs Needs

This is the link to the 2013 plan:

<https://www.bedfordnh.org/DocumentCenter/View/422/November-1-2013-Presentation-to-Committee-PDF>

The pricing of 300k per mile for bike paths is very different from bike/walking path cost assessments in Salem, Keene, etc. that stated 400-500k per mile. When you look at the costs for the Salem and Keene proposals it was in the millions.

Multiuse Path	Bike Lane	Sharrow
<ul style="list-style-type: none"> <li>• 10' asphalt multi-use path in each direction: <b>\$1.4M per mile</b> (VTrans Report on Shared-Use Path and Sidewalk Unit Costs, 2010)</li> </ul>	<ul style="list-style-type: none"> <li>• 4' – 5' bike lane, with pavement extension: <b>\$200k - \$300k per mile</b></li> <li>• Cost estimate for marking bike lanes on existing shoulders: <b>\$4,000 per mile</b> (striping and signing only) (VTrans Report on Shared-Use Path and Sidewalk Unit Costs, 2010)</li> </ul>	<ul style="list-style-type: none"> <li>• Cost estimate for sharrow pavement markings on existing roadways: <b>\$3,000 - \$6,000 per mile</b> (including labor &amp; design &amp; signage) (MassDOT, 2008; USDOT, 2012)</li> <li>• Pavement marking every 250 feet (MUTCD)</li> <li>• Appropriate for streets at 35mph or less</li> <li>• Shared width: 10' – 14'</li> </ul>

Curbed Sidewalk	Shoulder Widening
<ul style="list-style-type: none"> <li>Average cost for 5' concrete sidewalk with granite curb: <b>\$200 per foot</b></li> <li>Includes cost of sidewalk construction + incidental costs to construction, such as pavement markings, new signs, drainage, and landscaping (VTrans Report on Shared-Use Path and Sidewalk Unit Costs, 2010)</li> </ul>	<ul style="list-style-type: none"> <li>Cost estimate for widening one mile of road 4' on each side: <b>\$200k - \$300k per mile.</b> (VTrans Report on Shared-Use Path and Sidewalk Unit Costs, 2010)</li> </ul>

Fast forward to the 2014 Plan from the same company:

<https://www.bedfordnh.org/DocumentCenter/View/419/2014-Pedestrian-and-Bicycle-Connectivity-Master-Plan---Final-Report-PDF>

In the 2014 Plan are exact details of how many miles of each of the above type of pedestrian areas are planned. Apply each mile to the above cost, which is actually way below current market prices.

- 15.9 miles of New curbed sidewalk**
- 19.6 miles of New Wide Shoulder**
- 5.6 miles of New Multiuse Path**
- 10.4 miles of New Bike Lane**
- 30.2 Miles of New Sharred (aka Sharrowed) Lane**

**Do we NEED 81+ miles?**

\*Sharrowed Lanes are the last thing we want. This is not Europe. See info below about Studies done by Colorado University and Toronto University and how unsafe it is and actually DOUBLED the commuter time bc drivers were constantly hitting the breaks and trying to be cautious around bikers, despite urbanist trying to say it is very safe and makes a better commute.

Interestingly, one city, Longmont, CO, was one of the pilot cities to try out the new Sharrowed Lanes. I happen to know a few families that live in Longmont and they say it has been hell ever since the put them in. They said the good news is that since it is so bad and so many bike accidents have happened that the most bikers have stopped using them. One friend said that they have seen people that have lost their drivers license, due to DWI, use the sharrowed lanes.

Studies showing increased commute times and serious safety problems with Sharrowing

<https://usa.streetsblog.org/2016/01/14/study-sharrows-dont-make-streets-safer-for-cycling/>

Review of Ferenchak and Marshall study “Relative (In)Effectiveness of Bicycle Sharrows on Ridership and Safety Outcomes”