

BACKGROUND:

Caltrans classifies bikeways in three categories. Class I bikeways (path) are facilities with exclusive rights of way, with cross flows by motorists minimized. Class II bikeways (bike lane) are for the preferential use of bicycles within a striped paved area of the street. Bike lane signs and pavement markings support the striping. For those locations where on-street parking is allowed, a minimum 12-foot wide parking/bike lane is required. Where there is substantial parking or turnover of parked cars is high, a minimum width of 13 feet is recommended. Class III bikeways (bike route) are shared facilities with pedestrians and cars, and are established by placing Bike route signs along roadways. Bike routes are intended to provide continuity to the bikeway system and are established along routes not served by Class I or Class II bikeways.

The original Implementation Map in the Bicycle Master Plan (Attachment B) proposes that Class II Bikeways would be added for all streets identified in the plan. However, further analysis showed that in many cases implementation of Class II bikeways would result in significant loss of on-street parking and the elimination of 2-way left turn medians.

In anticipation of residents and businesses' concerns regarding the loss of on-street parking, staff developed an alternative bikeway, referred to an Enhanced Class III bikeway that would increase bicycle safety and usage within the city without loss of travel lanes or on-street parking. The enhanced Class III bikeway includes the installation of Bike Route signs, "Share the Road" signs, and a 4" white parking edge line, which provides a 10-foot travel lane and a parking lane. (Attachments C and D).

During outreach meetings, residents and businesses expressed concern with Class II Bikeways including the potential loss of on-street parking, the elimination of 2-way left turn medians, and the visual appearance with the addition of bike lane striping on residential streets. The Enhanced Class III was an acceptable alternative. In addition, local bike advocates indicated support for the Enhanced Class III bike route.

As a result of the outreach process, staff developed the revised Bikeways Network Implementation Plan map (Attachment A). The revised Plan replaces many Class II bikeways with Enhanced Class III bike routes, or standard Class III routes, and removes all bike routes from Colorado Boulevard. Lake Avenue was excluded because there are on-going discussions on bicycle utilization on that street. Once a decision is made, a plan amendment may be necessary.

Colorado Boulevard was excluded because of the high parking turnover and history of many bicycle-related collisions.

Upon Council approval of the revised Implementation Plan map, a revised Scope of Work will be submitted for the BTA grant. Installation of the entire network of bikeways is scheduled within the next six months (Attachment A-1).

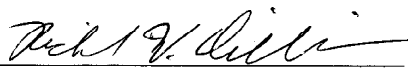
FISCAL IMPACT:

Approval of the Bikeways Network Implementation Plan map will enable staff to complete implementation of the Plan with the Bicycle Transportation Account grant.

Respectfully submitted:


CYNTHIA J. KURTZ
City Manager

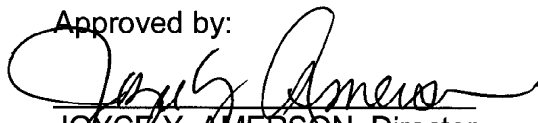
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- Attachment A: Revised Bikeways Network Implementation Plan map and Schedule
- Attachment B: Original Bikeways Network Implementation Plan map
- Attachment C: Photo of Class III Enhanced Bike Route
- Attachment D: Photo of Class III Enhanced Bike Route with "Share the Road" sign