

Bike plan update 2002

BikeAlameda Recommendations

CHANGES/ADDITIONS:

Chapter 4 Recommended System and Improvements

- Community and Employer Outreach
 - EDUCATE motorists: change signage "share the road" to "bicyclists allowed full use of lane" with the CVC code.
 - On streets where the lane isn't wide enough for sharing with car, put stencil on the roadway (in white) that show a bicyclist where to ride (like Sacramento and Berkeley) (LG)
 - helmet fitting safety day or locations. Like the child seat check points by the police. Need police enforcement. Educate parents with ads for safety.

- Proposed Bikeway Improvements
 - Reopen the stairway next to the Fruitvale bridge, for pedestrians and bicyclists (CD)
 - bike lane on Otis (CG)
 - Improvements to the Willow Street/Otis Drive intersection- pedestrian cross signal should come on when crossing in either direction (across Willow or Otis) whether a person has triggered the signal or not. Could this be handled by a loop detector at the left turn?
 - Change the proposed bike lanes (BMP) on San Jose street to be a bike boulevard as per the recommendation in 5.4.1. This is a high priority and should be relatively cheap, since SJ is already a slow street. It serves Lincoln MS, Franklin Elem, Franklin Park, Krusi Park, Jackson Park, St. Joseph's School, Park Street business district. and connects to Grand Street bike lanes which go to south and north waterfront and Wood and Lum Elem schools.
 - Extend the Pacific Avenue bike route eastward to Park Street
 - Change the current Pacific Avenue designation to a bike boulevard. It is traffic calmed and serves Park Street business district, McKinley Park, LittleJohn Park, connects to Grand Street, connects to Sherman/Marina Village Pkwy.

 - Extend the Pacific Avenue bike route/bike boulevard westward to go straight into Alameda Point at Central Avenue. This new intersection needs to take this into consideration.

 - Find a route from Pacific Avenue through Park street to Fernside area. (use Lincoln?)
 - Add the cross airport roadway path/lanes to the map. Signals must be automatic/bike activated. Harbor Bay parkway – one lane path.
 - Find more North South streets and make them a priority

 - bike lanes along Island drive

 - Changes to the Bay Farm Island Bridge Improvements (See below)

 - Tilden through to Fruitvale bridge needs to be improved. Into bike plan map there needs to be the one block long bike lane to Oak Street.

 - Add bike lanes and traffic calming to Bayview Drive.
- Bicycle Parking and other Support Facilities
 - Require shower facilities for commercial....

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- Require safe and reasonable pathways/walkways from bike racks to the main road where the bikes would be coming from and to the entrance of the building.
- Signage needs to be added to address the proper route to get to the Embarcadero from Park Street. Currently cyclists are doing things wrong and dangerously.
- Signage needs to be added to all class 1 paths (eg Harbor Bay Shoreline) to indicate the cross streets and destinations, where the cross streets and destinations are not clearly visible.
- Signage needs to be added to direct people to the bike racks from the main entrances, if the racks are not in plain view.

Changes to the Bike Plan presentation

- the “Proposed” bike map should be modified to be more useful and add all street names.
- Remove from the bike map any portions that indicate a bike path (solid green) or bike lane (solid red)
- that does not meet a minimum width. This includes bike lanes indicated on Tilden all the way to the bridge. This includes Ferside blvd from the bridge to Encinal.
- Indicate that Park Street bridge sidewalk is a route to the embarcadero.
- Add markings of the Embarcadero (this is a well traveled route) that show the correct way to get to the Embarcadero from/to the Park Street bridge.
- High Street is a crossing to County Route S

DISCUSSION:

Municipal code:

Registering bikes discussion.

Should this be required? What are the pros and cons? Besides registering the first time there is an ongoing registration that is required every few years.

Bicycle Improvement #5 Bike bridge Access:

Changes to the bike bridge access via Fernside.

Toward the bridge:

- continue southbound Fernside bike lane to a street past San Jose and indicate left crossing with signage. This needs to be as north as possible to avoid intersections. (..adams or Washington)
- Remove one lane of "Oakland-bound"(northbound) traffic, since the road becomes single lane anyway at the school and turn it into a two way bike path with a planted buffer.
- Have a two way bike lane from above chosen street to the bridge entrance on the school side of the street.
- Add a traffic light at above chosen Street and Fernside. There should at minimum be a bike left turn lane.

Away from the bridge:

- start two way bike path at the bike bridge to keep bicyclists off the sidewalk.
- Add lighting on the access paths
- After the above chosen street the bike path would become a one-way bike lane to connect to the bike lane at Encinal.

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Changes to the bike bridge access via Otis Drive

To Harbor Bay

- Improve the U turn necessary onto the bridge by widening the path around the trees
- Add a bike lane on Otis to transition to Towata Park. The sidewalk here is not an acceptable width for a bike path as denoted in the current plan). Alternative would be to widen the sidewalk.
- Add a tunnel underneath Fernside (BS)

To Main Island

- two way bike path or lane between High Street and Towata park on Otis (or street next to Otis) or
- There is a path between Bfbridge and Bayview Drive that could be used to exit onto Bayview drive directly. This path is between the houses.

Changes to the bike bridge access via Bay Farm

Toward the bridge:

From Island Drive:

- Start with a bike lane on the north bound side of Island Dr. from Mecartney Ave. to Doolittle Dr. A bike/ped crossing signal and a crosswalk from Island Dr. crossing Doolittle Dr. to Mt. Trashmore could be installed.
- Widen the path off of the bridge, allow access to cross Doolittle onto Island Drive

From Doolittle:

- The short path from the end of Doolittle Dr. across Mt. Trashmore to the bike bridge could be graded down to make it less steep and also widened to allow two way traffic.
- Widen or reconfigure the Mt. Trashmore bike path to accommodate a wider turning radius at the entrance to the bike bridge. This path is not lit, so it is only good for daylight hours.
- Need access to the eastbound Doolittle drive bike lane

From west, shoreline:

- Keep overgrowth of brush and weeds cut down to allow for maximum visibility at turns.
- Add lighting on the access paths
- This path needs to be on a maintenance schedule (like all others should).
- Install a smooth riding surface on the wooden plank bridge.

Park Street improvements:

Cross access to Park Street

- San Jose Avenue Bike Boulevard .vs. Bike lanes?

To encourage safer biking on Oak Street

- Signs along Oak Street with "bikes allowed full use of lane" interspersed with "Pass with Caution" signs
- Add information kiosks on Oak Street to give bicyclists information about where the stores are, so they can keep biking on Park Street to a minimum.
- Install bicycle loop detectors at all signalized intersections of Oak Street(long term)

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- Bicycle crossing warning signs at all approaches to Oak Street per Caltrans requirements.

To encourage safer north-south biking east of Park Street.

- Park Avenue/Everett Street bike boulevard or bike lane?

To discourage biking on Park Street

- Oak Street signage to encourage bicyclists to use Oak Street.
- Signs on cross streets in west bound direction at Park/Otis, Park/Encinal, Park/Central, Park/Santa Clara, Park/Tilden, Park coming off of Park Street bridge and in east bound direction at Oak/Encinal, oak/Central, oak/Santa Clara, oak/lincoln.

Riding on Park Street

- Bicyclists will still need to ride along Park Street for short stretches to get to where they are going. (This is not to ignore the fact that some bicyclists do ride on Park Street and are legally allowed to)
- Add "Pass with Caution" signs so automobiles will acknowledge that cyclists are allowed to ride in the lane
- Add speed limit 25MPH signs.(BMP)
- Change timing of signals to keep traffic at 25MPH. (BMP)

Bike lanes

- Any bike lanes added should be in compliance with the Alameda Countywide Bike Plan (page 6-3) of (with no car parking 5' wide ; with car parking 13' wide(5' + 7')

Other issues

- Corner of Blanding and Oak Street - cars need to be slowed down. Stripe the road to keep cars in their own lane
- Remove railroad tracks at oak Street and Blanding and Clement.
- Continue the bike lane onto Lincoln as per bike plan westward from Tilden.
- Entrance to Park street bridge "bike Friendly City" sign and "Transit First City"
- Make sure that car maps stop implying that Oak Street is a through way to Otis.
- End of Oak at Otis solutions - see email
- Do not allow diagonal or head in parking. This is dangerous for biking.
- Need a minimum bike lane width - use Fernside example.

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Recommended. Yet to be discussed:

9/17/02 buena vista bike route in line with bay trail

Must adopt the USDOT and Caltrans bicycle standards (included document)

Improvements to the intersection of Park st and Blanding for getting onto the bridge from the bike route Oak st.

A fix to the HBP and cross airport roadway

Need a bus shuttle for hours that the water bike shuttle will not be running to cross the tubes. Something similar to the caltrans bay bridge shuttle

Convert Webster street to three lanes and bike lanes.

For the bike path along Atlantic Avenue where the Startback's etc have usurped the space, there are changes that could be done. Put a no left turn at Webster in the east bound direction at the corner of Atlantic. This would reduce the traffic along this strip. The traffic that would be around that area going to Constitution would need to use the Constitution ramp or make a u turn at Eagle.

The city should develop a recommended list of acceptable bike racks and lockers. Bike racks should be square tubing which is more antitheft.

Change the recommendation on Park Street and Webster street to one bike rack every 50'. That puts two bike parking spaces for every four car parking spaces. Include recommendations for where the bike lockers should be placed. Include close side streets that are commercial, such as Santa Clara, Central, Alameda Ave.

Add recommendations for the access to Fruitvale BART. Including more maintenance along Fruitvale Avenue by Oakland, removal of the RR tracks and signage for best entrance to Fruitvale BART station.

Add proposal to ask event organizers and developers to offer bicyclists a discount at entrance., for example at the proposed new theatre on Park Street.

Add a provision to make sure that loop detectors are put onto bike path intersections with the roadway where appropriate.

Add information for northern waterfront. (see northern waterfront letter) on specifics.