

Bike plan update 2008

BikeAlameda Recommendations

BikeAlameda has three goals for this update to the bike plan:

1. Identify the current network and its gaps.
2. Identify a complete network of bikeways with NO gaps. Bikeways can be a combination of Class I (bike path), class II (bike lane) and Class III (bike boulevard). Bikeways should have destinations at the end and connect to other bikeways.
3. Prioritize projects, detail each one and create a timeline for implementation. The later should be done by implementing policies 7.1, 7.2 * within two years after the adoption of this update.

Chapter 4 Recommended System and Improvements

Addition:

- The Bicycle Master Plan should include the notion of complete streets - requiring that all the streets in new developments and redevelopments be built for safe and convenient travel by all road users.
- Make improvements to the current and proposed bike routes to change them to bike boulevards
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Proposed Bikeway Improvements

Webster Street area:

- bike lanes on Lincoln Avenue between Webster and Main street for Chipman school. With a road diet.?
- **Atlantic Avenue** where the Starbuck'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. (This was a PW engineer's recommendation)

Southshore

- bike lanes on Otis
- bike lanes on Shoreline
- **End of Oak at Otis solutions.** Signage and sidewalk improvements should be made at the Northwest corner of Otis. This is the best route to get onto Park street from the south, but it is practically invisible to all, but those who live in the area. Bicyclists should either be encouraged to use the sidepath onto Oak Street from Otis Drive or park Street from Otis to San Jose should be signed, to improve bicyclist safety. This is a very major barrier for people trying to get to/from beach and SouthShore Center and Park Street Business District. Particularly, since the alternates, Broadway and Willow are quite far away.
- **Extend the San Francisco Bay Trail from Broadway to Bay Farm bridge.** Bayview Drive is dangerous between Broadway and Otis Drive. The sidewalks are too narrow to ride and the roads are also narrow for the inexperienced to intermediate bicyclist. Extending the bike path behind Bayview Drive is the best solution to get bicyclists from the Shoreline Drive bike path to the bike bridge. This is a San Francisco Bay Trail route and should be kept along the waterfront as much as

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possible. This type of an extension would increase accessibility to the bike bridge enormously. (as per policy 4.2)

East West Corridors:

- **San Jose Street:** 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.
- **Pacific Avenue –**
 - Extend the Pacific Avenue bike route eastward to Park Street and westward to go straight into Alameda Point at Central Avenue.
 - 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.
 - Find a route from Pacific Avenue through Park street to Fernside area. (use Buena Vista)
- Extend the bike lanes on **Encinal Avenue** to include from Versailles to Broadway to connect to Broadway. The width of the street is 56'. If travel lanes are 12'. Two travel lanes would be 24'. This leaves 32' for bike lanes and parking on both sides.

Harbor Bay/ Bay Farm Island

- bike lanes along **Island drive**, westbound, with left turn at Robert Davey Road to get onto bike path.
- **Cross Airport Roadway** Add Signals must be automatic/bike activated. Harbor Bay parkway – one lane path.
- **Harbor Bay Parkway bike lanes** from Doolittle to North Loop?, in addition to the bike path – the road is wide enough, the current bike path is too narrow. Follow the guidelines for bike lane with according to speed traveled (Alameda County bike plan)
- Improvement to Webster street access. Perhaps a street for road diet and bike lanes or sharrow treatment?

Oakland Access:

- **Park Street Bridge:**
 - Direction signs need to be added to address the proper route to get to the Embarcadero from Park Street. Currently cyclists are doing things wrong and dangerously.(in *Signage and other Support Facilities*)
 - Add description of Park Street triangle study
 - 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.
- **Fruitvale Miller Sweeney Bridge:**
 - Tilden through to Fruitvale bridge needs to be improved. The current paths push bicyclists onto narrow sidewalks.
 - Bike lanes need to be added to the bridge
 - Bike lanes need to continue from Tilden way onto Lincoln Avenue to Oak Street

Harbor Bay Shoreline & Marina Village Shoreline paths

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In order to make these recreational paths useful for transportation, too, signage could 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. A small, cute pedestrian friendly signage program could be developed as a great transportation and recreation addition.

Short-to-mid-term top recommended project in the plan already (by project number):

1. Retain Webster/Posey Tubes, Oakland Connection
2. either the Central Avenue project should be completed as described in the current plan, or changed to Santa Clara. If Santa Clara is chosen, the clear bike boulevard changes should be made, as needed to connect it at its southern tip to the Main Street.
3. Bicycle support facilities- bike loop detectors should continue to be supported and installed to new streets and as needed, otherwise. A new bike rack program should be adopted, that will facilitate businesses getting bike racks. Adopt new standards for bike racks that require racks to meet zoning requirements should be required to meet these standards. The new standards should identify the three or four acceptable types of racks.

Along with these rack standards, placement standards should be put into the zoning regulations.

- Bike Parking should be by the main entrance. If this is not possible, it should be no further away than the nearest parking space with signage
- On the rare occasion where neither condition can be met, then signage must be plentiful and easy to understand and find.

BikeAlameda strongly encourages the city to develop guidelines for the placement of bike racks on the street. This type of placement in business districts where bicycling is not allowed on the sidewalk, makes it clear the bike should remain in the street (biked and parked)

City parks and offices should have bike racks in accessible places. City parks should have a standard rack that meets the above criteria.

4. Shoreline trail enhancements:
 - improvements to the bike path as possible.
 - bike lanes on Shoreline Drive from Park Street to Westline Drive would improve the safety of bicyclists using the Shoreline path, particularly on weekends. The feasibility of putting in bike lanes for the weekend or commute hours should be explored. (as per policy 4.1)
 - Improve the San Francisco Bay Trail section along the shoreline between Broadway and Towata Park. This would increase access to the bike bridge for many users of the bike bridge, especially novice users. This would increase the amount of Alameda Bay Trail by .6 miles. This trail can be expanded and modified to be respectful of the bird sanctuary. There are many Bay Trail sections that pass through sensitive areas, such as Coyote Hills Regional Park and Coyote Point Park.
5. Project #5 BFI –
 - See project #4 for improved access to the bridge.
 - Improve the wooden bridge. It is very bumpy.
6. Project #6 This is the Cross Alameda Trail. It should be identified as the number 1 project for Alameda in the Alameda Countywide bike plan. Short term goal should be bike lanes ON the Miller-Sweeney bridge and the continuation of bike lanes along Tilden.

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7. San Jose – Sherman. Change this item to have two bike boulevard proposals. San Jose Avenue from Fernside to Sherman and continue on Sherman to Marina village. And Pacific Avenue from Park Street to main Street. These bikeways should be designed to bike boulevard standards. (as per policy 4.8)
8. Project #8. key objectives to continue on this project are:
 - Implementation of bike lanes on Oak Street from Encinal to Lincoln, if street parking is not needed along this corridor due to the parking garage.
 - Removal of the restriction of biking/skating on the sidewalk on Oak Street. It is unfair to restrict access on both Park and Oak Streets while the street riding on both streets is unsafe for inexperienced bicyclists. (as per policy 4.4)
9. Project #9
10. Project #10 - atlantic Avenue bikeway – Atlantic should be designed with bike path on the RR ROW and bike lanes should be place to connect Main Street to Webster street.
11. Project 11 Bay Farm Island bikeways – implement these!
12. Project 12 alameda Point – a bike path should be create that goes all the way around as part of the San Francisco Bay Trail

Policies (page 10)

Add:

- Policy 5.3 Work with businesses to provide parking spaces for car sharing services, such as City CarShare. Having easy, bike access to a car sharing service enables residents to own fewer vehicles. Work with Alameda Towne Center, Civic Center Parking Garage, harbor Bay Business Park and marina village centers. Locate bike parking close to the car share parking spots.

Change:

- policy 8.1 to **support** and **sponsor** the update of a bikeway map.

Bicycle Parking and other Support Facilities

- Change the recommendation on commercial streets 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.
- Include recommendations for bike racks in the street parking area to replace a car parking spot. 12-14 bikes can be parked in a 20' parking space.
- Require shower facilities for commercial of a certain size, like the new main library....
- 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 direct people to the bike racks from the main entrances, if the racks are not in plain view.
- Encourage the transition of bike lockers to electronic “day use” lockers to decrease bicycle theft in commercial areas and increase the number of people who can be served.
- The city should develop a recommended list of acceptable bike racks and lockers.
 - Bike racks should be square tubing which is more antitheft
 - U-racks should be used, with other racks requiring special approval.
 - U-racks should be placed parallel to pedestrian traffic, so bikes can be parked parallel to the rack

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Community and Employer Outreach

- **Use new signs of "bicyclists allowed full use of lane"**. We feel that both "bike route" and "share the road" signs do not do enough to express a bicyclists proper place on the roadway. As part of bicyclist and driver education, begin using the "...full use..." signs.(figure 13)
- **Sharrows** – use these on bikeway streets where bike lanes will not fit. Additions can currently be made on Oak Street between San Jose and Encinal and between Lincoln and Blanding.
- Recommendation for event organizers and developers to offer bicyclists a discount at entrance- for example at the proposed new theatre on Park Street.
- Continue to commit to sponsor Bike to Work day

Changes to the Bike Plan presentation

- Recommendations for new and improved bicycle path paving
- Recommendations for bicycle path maintenance ongoing funding
- Describe the four different kinds of bikeways, the pros and cons of implementing them and their functions within the bicycle network. Bikeways: bike path (Class I), bike lane(class II), bike route, bike boulevard (both Class III?). For example, a bike path that meets minimum width standards and is a direct route can be an excellent recreational AND commute route. However, a bike path that meanders around (Main Street) or is narrow (Shoreline Drive) is not appropriate for commuters, but is a fine recreational route.
- Identify any portions of bike paths or bike lanes that do not meet a minimum standards. This includes bike lanes indicated on Tilden all the way to the bridge. This also includes the Posey Tube bike path.
- High Street is a crossing to County Route S
- Indicate bay trail routes and alameda county routes.
- Summarize the plan recommendations in a table format so that the information is easily found. Categorize recommendations by program, facility, regulatory document, department, funding prospects. This will create an easier way to see what implementations can be made and by whom.

Municipal code:

- *Add:*
 - Recommend a use for bike license fees. Such as funding bicycle safety classes.
 - drive through lanes for fast food, pharmacy and banking need to include/allow bicycles.
 - Discourage head in parking. This is dangerous for biking.
- *Remove or modify:*
 - Subsection 11-4-18 Left Turn.
 - Subsection 11-4-19 U-Turns.
 - Subsection 11-4-3 Riding on Bridges.
 - Subsection 11-4-8 Towing. No person riding or operating a bicycle in the City shall tow any other vehicle or person,...
 - Subsection 12-13-11 Parking Meters and Parking Meter Standards Not to be Used for Certain Purposes. It shall be unlawful for any person to attach anything to or allow a bicycle, newsrack or any other article or thing to lean against a parking meter or a parking meter standard.
 - Subsection 23-1.3 Riding of Bicycles and Skateboards in Parks, Etc. This should be modified to include the exception of where multi-use paths exist.

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The following are more detailed information for some major areas of improvement:

Bicycle Improvement Project #5 Bike bridge Access:

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 with for a bike path as denoted in the current plan). Alternative would be to widen the sidewalk.

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.

Both ways: Improve the San Francisco Bay Trail section along the shoreline between Broadway and Towata Park. This would increase access to the bike bridge for many users of the bike bridge, especially novice users. This would increase the amount of Alameda Bay Trail by .6 miles.

Changes to the bike bridge access via Bay Farm

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
- Install a more protected railing along the shoreline for the curve connecting south access
- 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

To encourage safer biking on Oak Street

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- 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.
- 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 bike boulevard/bike lanes: A future bike lane combination on Park Ave from Otis to Jackson Park; bike path inside the park; bike lanes from Jackson park to Central on Park Ave; zigzag on Park Ave to Santa Clara. Bike lanes on Santa Clara to Oak Street. A fix to all intersections to make them safer. This is not a thoroughfare for north-south travel, but a way for east-end residents to access Park Street safely.

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)

To complete the bikeway:

- Continue the Tilden Avenue bike lane onto Lincoln to Oak Street as per bike plan.