2.0 Existing Conditions

2.1 Definition of Bikeways

Bikeways are described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types (see Figure 1).

Class I Bikeway Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.

Class II Bikeway Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

Class III Bikeway Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing.

2.2 Existing Bikeways

The existing Alameda bikeway system is shown in Table 1 and consists of approximately 13.4 miles of Class I, 9.5 miles of Class II and 5.3 miles of Class III bike ways. Some of the existing multi-use trails and bike routes do not meet the criteria for a Class I bike path or Class III bike route and need to be programmed for improvements.

Table 1
Existing Alameda Bikeways

Segment	*Classi-fication*	*Length (miles)*
Main St	I	0.7
Fernside (south of Encinal)*	I	0.3
Shoreline (west of Broadway to Crown Memorial State Beach	I	1.5
Bay Farm Bike Bridge	I	0.2
Harbor Bay Parkway	I	5.5
Island Dr*	I	0.8
Mecartney Rd (between Island & Aughinbaugh Way)	I	0.7
Constitution Way (between Atlantic and Marina Village Parkway)	I	0.3
Shoreline Park Dr (Marina Village)	I	0.5
Berkshire Rd. (Bay Farm Island)	I	0.4
Anderson Rd. (Bay Farm Island around lagoons)	I	2.0
East Shoreline adjacent to Lincoln Middle School	I	0.2
3rd St (between Maple Way & Pacific Ave	I	0.2

Table 1
Existing Alameda Bikeways

Tilden Way (Broadway to Miller-Sweeney Bridge)	I	0.2
Tilden Way (Park Street to Broadway)	II	0.3
Grand St	II	1.4
Santa Clara Ave (between Grand and Webster)	II	1.1
Broadway	II	1.1
Encinal Ave (east of Versailles)	II	0.5
Fernside (north of Encinal)	II	1.2
Mecartney Rd (Aughinbaugh Way to ferry terminal)	II	0.3
Aughinbaugh Way	II	0.9
Singleton Ave	II	0.3
Doolittle	II	0.5
Atlantic (Marina Village)	II	0.8
Challenger	II	0.1
Central (West of Webster to Main St.Segment by Alameda High School)	III	0.6
Central (East of High to Fernside)	III	0.2
Santa Clara Ave (east of Webster to 3rd St.)	III	0.5
Versailles Ave.* (north of Encinal)	III	0.9
Bayview Dr.	III	0.3
Pacific Ave. (Grand to 8th St)	III	1.3
Independence	III	0.4
Triumph	III	0.1
Fruitvale Bridge	III	0.1
Mc Kay	III	0.2
Alameda Park Access Way	III	0.3

* Does not meet Caltrans standards for a Class I pathway or Class III route.
1) Except for a short segment between Oak and Walnut.

Gaps in the existing bikeway system does not mean that people are not riding. The bicycling community--ranging from experienced club riders to school children--has developed its own system of streets and routes that provide connectivity and safety for their purposes. Key observations on existing bicycling conditions include:

- Alameda is an ideal bicycling environment. The small size, climate, and topography mean that all residents are within a few minutes bicycle ride of all destinations, whether they be for work or play.

- Webster (Route 61) and Park Streets serve as the City=s primary north-south thoroughfares and connections to the mainland. However, heavy traffic on these avenues as well as high levels of noise, traffic and pollution through the Webster tube severely inhibit their safe use by bicyclists, especially children and less experienced riders.

Figure 1: Class I, II, and III Bikeways

- Fernside Boulevard also serves as a primary north-south route in the City, however heavy traffic and incomplete bike lanes inhibit use by bicyclists. Other north-south routes have unprotected crossings at busy east-west avenues such as Sherman at Santa Clara.

- Grand Avenue with its complete and continuous bike lane and moderate traffic volumes provides a good north-south route through the city and also provides a good connection to existing and future east-west bike facilities.

- Wide east-west boulevards which formerly served as rail and trolley lines and run primarily through quiet residential areas, provide ideal bicycling routes.

- A discontinuation of bicycle lanes on Central Avenue west of Grand Avenue and heavy morning hour traffic on this street create barriers for school-age bicyclists commuting to and from Encinal High School. It has been noted at public workshops that consequently many students are riding on the sidewalk en route to and from the high school along Central.

- College of Alameda access is constrained by heavy traffic volumes on Webster Street and Atlantic Avenue.

- Heavy weekend use of the shoreline path along the southern waterfront, creates user conflicts between bicyclists, roller bladders and pedestrians. This is compounded by high traffic volumes on the adjacent Shoreline Drive that limits use by bicyclists.

- There are gaps in the Bay Trail (which becomes the Shoreline Path at one point) at Bay View, Ballena Bay, and along Alameda Point which reduce the quality of its recreational use and limit access to the full spectrum of Alameda=s scenic view points.

- Access to the Bay Farm Island Bike Bridge is problematic at both end points due to under-crossings which are not well connected to the surrounding circulation system.

- The Alameda General Plan Transportation Element cites a desire to provide a more bicycle friendly environment. This could be supplemented by other improvements such as providing bike racks, lockers, and signage near destinations such as the shoreline, and commercial areas on Park and Webster Streets.

- Signage of existing bicycle facilities throughout the City needs to be examined. Where signage

is missing or incomplete, consistent street signage in conformance with Caltrans Standards should be implemented. City shall remove signage from nonexistent facilities.

Existing bicycle facilities and major activity centers in and around Alameda are shown in Figure 2.

Figure 2: Existing Bikeways and Activity Centers

2.3 Relevant Legislation and Policies

Aside from the City=s own General Plan and the adopted NAS Alameda Community Re-Use Plan which identify specific goals and policies that are relevant to the bicycle master plan there are several other city, state, regional, and federal requirements for master plans which are primarily related to funding.

The Alameda Bicycle Master Plan is consistent with the Alameda County Regional Bicycle Master Plan. It is also consistent with MTC policies since the MTC is the main funding conduit for bikeway funds into Alameda. The Regional Bay Trail Plan, headed by the Association for Bay Area Governments (ABAG) identifies a system that runs along Alameda=s shoreline. No other regional facilities are proposed in or around Alameda as part of the Regional Plan.

Caltrans has played an oversight and review role for federal funding programs for bicycle projects. The recently approved TEA-21, a replacement program for ISTEA, provides many of the same programs oriented to bicycles as did ISTEA-- with more money being available. Most of these bicycle funding programs require approval of a Bicycle Master Plan with specified elements in order to qualify for the program.

On a state level, according to the California Bicycle Transportation Act (1994), all cities and counties should have an adopted bicycle master plan that contains:

- Estimated number of existing and future bicycle commuters
- Land use and population density
- Existing and proposed bikeways
- Existing and proposed bicycle parking facilities
- Existing and proposed multi-modal connections
- Existing and proposed facilities for changing and storing clothes and equipment
- Bicycle safety and education programs
- Citizen and community participation

- Consistency with transportation, air quality, and energy plans
- Project descriptions and priority listings
- Past expenditures and future financial needs

In addition to these required elements, the ***Caltrans Highway Design Manual*** contains specific design guidelines that must be adhered to in California. >Chapter 1000: Bikeway Planning and Design= of the Manual sets the basic design parameters of on-street and off-street bicycle facilities, including mandatory design requirements.

2.4 Bicycle Parking

Bicycle parking includes bike racks, lockers, and corrals. Racks are low cost devices that typically hold about 2-4 bicycles, allow bicyclists to securely lock their frames and wheels, are secured to the ground, and are located in highly visible areas. Bike lockers are covered storage units that typically accommodate two bicycles per locker, and provide additional security and protection from the elements. Bike racks are most often found in commercial areas where regular commuters can take advantage of the multi-modal connections and feel safe in leaving their bicycle. Bike corrals can be found at schools, stadiums, special events, and other locations, and typically involve a movable fencing system that can safely store numerous bicycles. Security is provided by either locking the enclosure or locating it near other activities so that it can be supervised.

A field review of Alameda revealed the existence of a few bike racks for bicyclists at parks, schools, and a few locations in commercial areas. Otherwise, bicyclists visiting stores, restaurants, places of employment, and community facilities are largely left to their own devices to temporarily store their bicycles. The lack of secure parking has become a major consideration in Alameda and around the country, the result of the increased value of bicycles and relative ease of theft. Most bicycles today range in value from $350 to over $2,000. Bicycles are one of the top stolen items in all communities, with components being stolen even when a bicycle is securely locked. Specific recommendations on the bicycle storage type, amount, location, and other details are provided in the ensuing chapters.

2.5 Multi-Modal Connections

Existing multi-modal connections for bicyclists include connections to the AC Transit system, the ferry terminal as well as off-island connections to the Fruitvale and Lake Merritt BART stations. AC Transit has recently equipped some of their busses with bike racks and is planning to install bike racks as new busses are incorporated into the fleet. Currently, approximately two of every three busses on the 51 line, which is the island=s main bus connection to Oakland and Berkeley, are equipped with bike racks.