

TOPIC 3: BICYCLE IMPROVEMENTS

GIVENS

- The Citywide Bicycle Plan is in process, but the El Camino Real Precise Plan will be completed first.
- The El Camino Precise Plan should provide corridor-related priorities and guidance for the Bicycle Master Plan.
- The General Plan identifies El Camino Real as a “boulevard” where bicycles have medium to low priority.
- El Camino Real is currently an auto-dominated street without bicycle facilities.
- Few cross-streets or side streets have existing on-street bicycle facilities, though some have lower street speeds and cross-town connections that are conducive to bicycle use.
- There is the need for additional bicycle parking at key locations along El Camino Real.
- There will be substantial enhancements made to the connections between existing bike routes (California, Almond, Evelyn, etc) and the El Camino Real corridor.

APPROACH & RATIONALE

The two options presented below for improving bicycle access to the El Camino Real are compatible with either the Focused or Uniform corridor strategies. The goal of bicycle improvements is safe cross-town and cross-corridor bicycle movement as well as connections to local destinations along El Camino Real. All of the options for bicycle improvements imply some tradeoff between bicycle access and vehicle parking or travel. For instance, the only way to provide safe bicycle access along the El Camino Real corridor (Option 3A) is to remove street parking or a lane of traffic, and provide a buffered class II bike lane for most of or the entire corridor. Bicycle improvements on cross streets parallel routes (Option 3B) such as Church and Latham may be easier to incorporate into the existing street design and orientation, though would still raise some trade-offs between space for bicycles and space for vehicles. Some auto-oriented cross-streets such as Shoreline Boulevard would require more extensive interventions to properly implement north-south bicycle crossings and connections. In both options, improved connections to existing routes are critical.

KEY QUESTION

1. What is your top priority for bicycle improvements in the area of El Camino Real?

Option 3A: El Camino Real Bicycle Facilities

This option prioritizes bicycle facilities along the El Camino corridor. Specifically, a buffered Class II bike lane on El Camino Real would be constructed and on-street parking would be removed (with the exception of the downtown zone between Shoreline and Castro Streets where on-street parking is particularly essential).

Option 3B: Parallel Route Facilities

To provide an east-west route other than El Camino, various upgrades would be installed on Latham and Church. This alternative route may include new signage and improved intersections to create a class III bicycle boulevard connecting from Showers Drive to Calderon Avenue.

BICYCLE IMPROVEMENT TOOLKIT

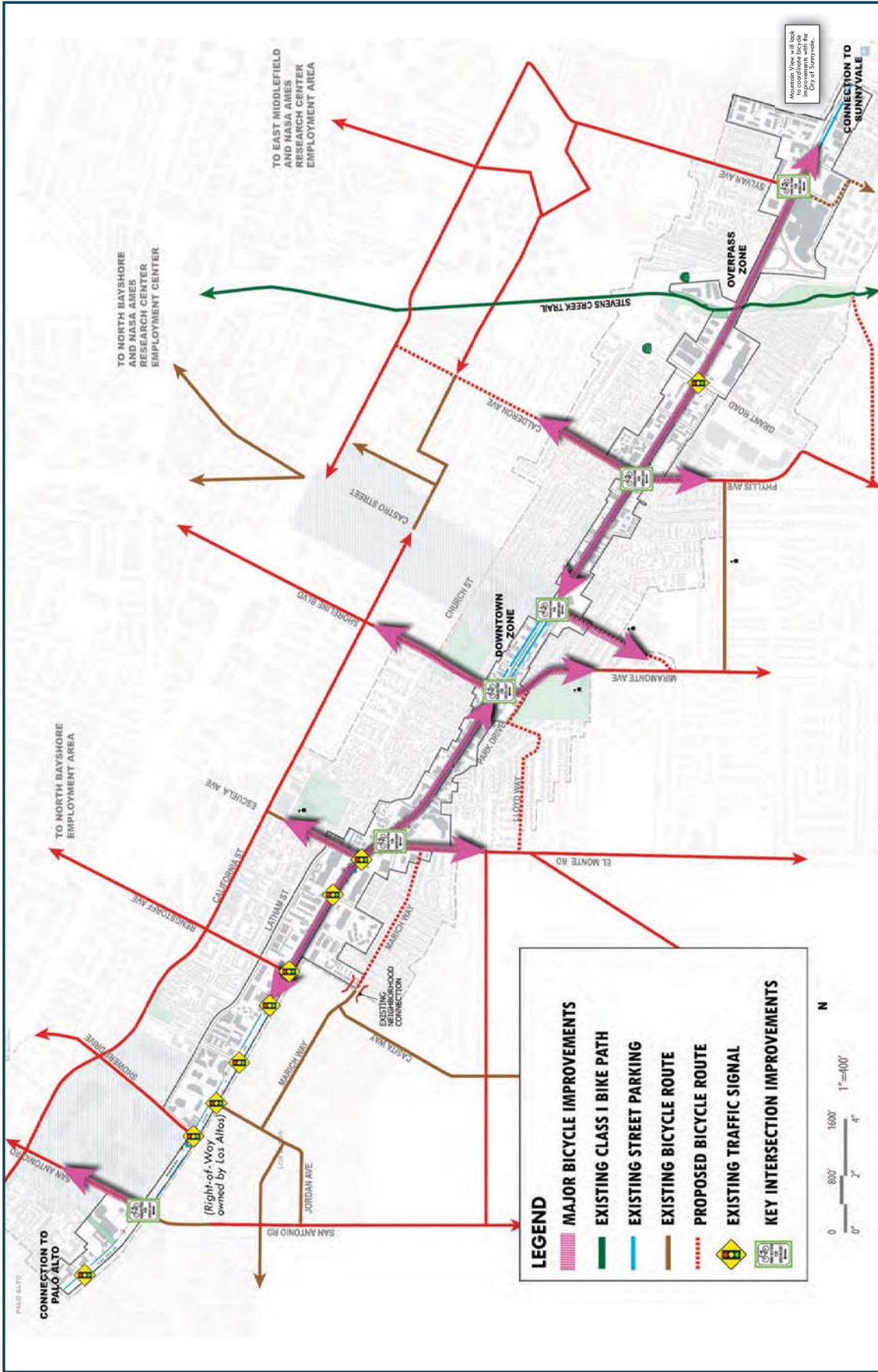
To assist the City with upgrading the safety and comfort of bicyclists within and adjacent to the Plan area, the following is a list of key upgrades and enhancements that may be applied to controlled intersections. Tools may be added or removed based on more detailed analysis.

Bicycle Improvements at Controlled Intersections

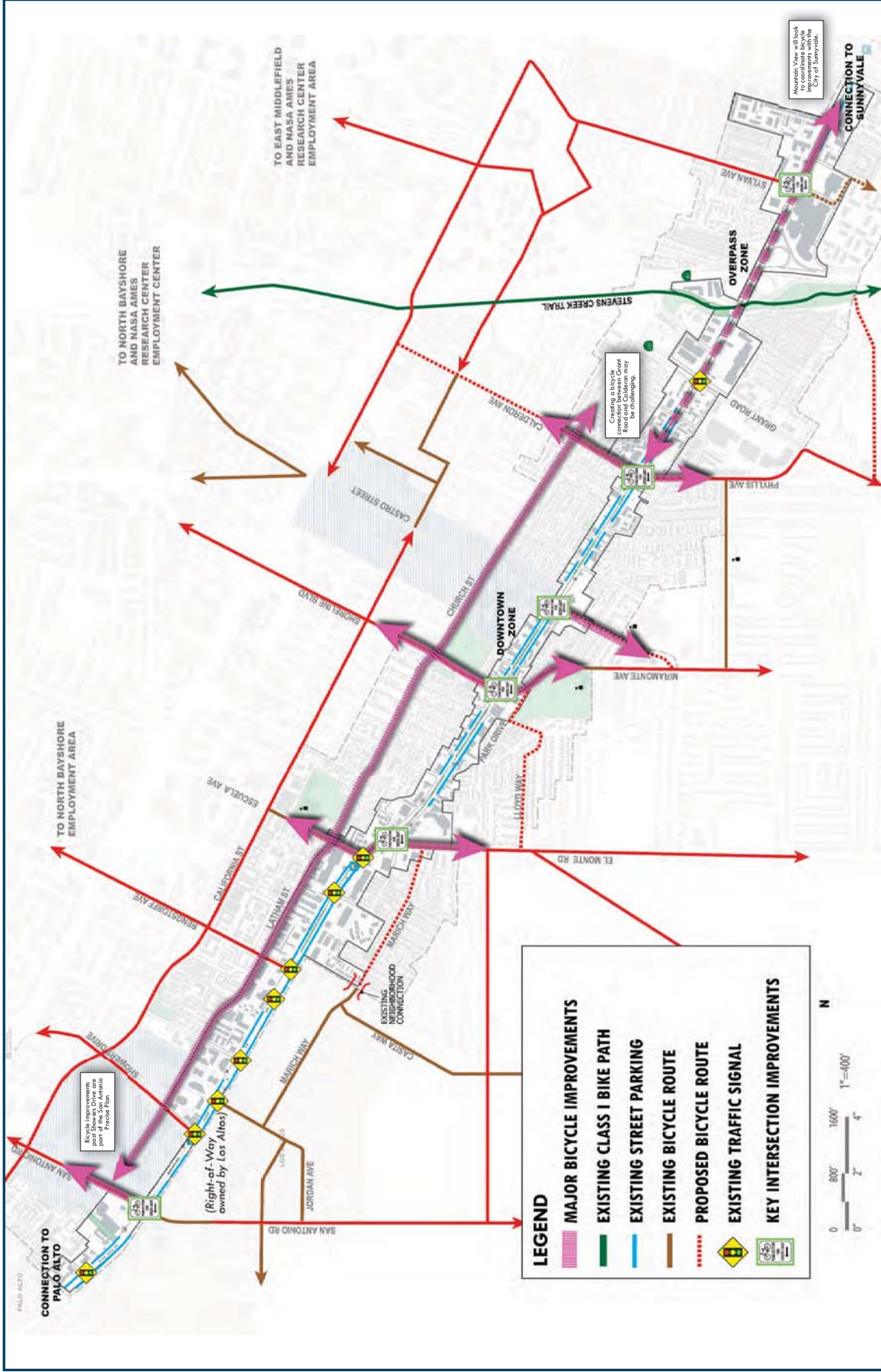


- Bicycle detection
- Bicyclist accessible pushbuttons
- Proper bicycle clearance interval
- Pavement surface improvements
- Median refuge width sufficient for length of bicycle
- Bicycle lane marked through intersection with dashed lines and/or colored pavement
- Bicycle left turn lanes (with detection) where demand warrants

	Ensure Neighborhood Compatibility	Provide Gathering Areas	Local-Serving Businesses	Improved Pedestrian Experience	Safer North-South Crossings	Manage Congestion	Safe Access For Bicycles	Improved Transit Viability	Utilize Parking More Efficiently	Promote Development Cost Feasibility
OPTION 3A El Camino Bicycle Facilities	●	--	--	●	●	●	●	●	○	○
OPTION 3B Parallel Bicycle Facilities	●	--	--	--	●	--	●	●	●	--



OPTION 3A: EL CAMINO REAL BICYCLE FACILITIES. This option is predicated on new bicycle transportation facilities on the full length of El Camino Real, excepting the downtown zone between Shoreline and Castro Streets because of its unique character and particular street parking need. In the downtown zone, street parking would be retained and shared lanes would be aggressively marked and signed in this area. New facilities along the length of El Camino Real could include dedicated bike lanes, periodic buffer elements that do not interfere with driveway access, median cycle-track, signage and sharrows or other facilities, to be determined based on safety, feasibility and access objectives.



OPTION 3B: PARALLEL ROUTE BICYCLE FACILITIES. The Latham and Church Street route may include new signage and improved intersections to create a class III bicycle boulevard connecting from Showers Drive to Calderon Avenue. Creating a viable alternative route may necessitate significant improvements which may reduce available parking and/or vehicle travel speeds. A buffered class II bike lane from Grant Road across the West Valley Freeway may also be pursued because there is no other possible parallel crossing. A parallel bike route south of El Camino Real is desirable but the existing street network does not provide a viable route.