

**CITY OF LAFAYETTE
BIKEWAYS MASTER PLAN**

Adopted September 25, 2006

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1. INTRODUCTION

The Lafayette Bikeways Master Plan provides a broad vision and specific strategies and actions for the improvement of bicycling in the City of Lafayette. The Plan is intended to be used as a guide for developing a citywide system of bike lanes, bike routes, bike paths, bicycle parking, and other facilities to allow for safe, efficient and convenient bicycle travel within Lafayette and between Lafayette and regional destinations. The Bikeways Master Plan provides an overview of the existing bikeways within Lafayette, sets forth goals and policies for the future development of bicycle facilities in the City, makes recommendations for improvement and construction of future bicycle facilities, and summarizes funding sources to implement the plan.



Bicycles in Front of Pioneer Store

Photo: City of Lafayette

This plan was developed using many resources, including input from citizens of Lafayette and members of the Bicycle and Pedestrian Advisory Committee, Circulation Commission, city staff, field research, and information outlined in city plans and documents. The Bikeways Master Plan aligns with the Lafayette General Plan goals of providing effective transportation alternatives to the private automobile while respecting Lafayette’s quality of life and community character.

The City of Lafayette has a history of providing for the needs of cyclists, and several characteristics serve to make many parts of the City a pleasant place to bicycle:

- Lafayette is home to one of the first rail-to-trail projects in the state: the nearly eight-mile Lafayette-Moraga Regional Trail.
- The City of Lafayette has been proactive in installing bicycle facilities on many of the city’s arterial roadways, resulting in a network of bike lanes and routes already in place on major streets such as Mt. Diablo Boulevard, Deer Hill Road and Pleasant Hill Road.
- Many of the City’s bikeways are included in the regional Lamorinda Loop Trail, which connects the cities of Lafayette, Moraga and Orinda.
- Lafayette serves as an important center of recreational cycling in the East Bay. The City is surrounded by regional parks and sees many dozens of road cyclists coming through town on the weekends and most weekdays.
- Local bicycle groups are supportive of cycling and have collaborated to develop events such as the Lafayette Criterium, a multi-age bicycle race hosted in downtown Lafayette.

This Bikeways Plan seeks to build upon these successes – to enhance and expand the existing bikeways network, connect gaps, remedy constrained areas, provide for greater local and regional connectivity, and encourage even more residents and visitors to bicycle.

1. Introduction

1.1. CONTENTS OF THE BIKEWAYS MASTER PLAN

The Lafayette Bikeways Master Plan contains the following chapters:

Chapter 1, Introduction, provides an overview of the plan and a brief summary of recommendations, and a list of the goals and policies used to develop the Bikeways Master Plan.

Chapter 2, Existing Conditions, provides a description of the existing bicycle conditions in Lafayette. The chapter includes a map of existing bikeways as well as descriptions of existing bicycle education programs.

Chapter 3, Planning and Policy Context, provides an overview of relevant planning documents from the City of Lafayette and adjacent jurisdictions.

Chapter 4, Needs Analysis, documents the need for bicycle transportation in Lafayette, including an overview of existing user groups, bicycle commute statistics, and reported bicycle accident data.

Chapter 5, Recommended Bikeway Network, outlines the recommended Class I, II, and III bicycle network, includes a map of existing and recommended bikeways, summary tables of recommended bikeways and descriptions and priority levels of bikeway projects.

Chapter 6, Recommended Supporting Programs and Facilities, outlines recommended educational and encouragement programs and recommended support facilities such as bike parking and signage improvements.

Chapter 7, Cost Estimates and Funding, provides a complete list of recommended bikeways with basic cost estimates and a list of potential funding sources.

Appendices:

- Appendix A: Bicycle and Pedestrian Advisory Committee Members
- Appendix B: Bicycle Commute and Air Quality Calculations

1.2. PURPOSE OF THE BIKEWAYS MASTER PLAN

The Lafayette Bikeways Master Plan, outlined below, was developed to:

Improve Safety. This Plan seeks to increase safety for bicyclists in Lafayette through recommendations in design practices, guidelines, proposed projects and suggested measures of public education and enforcement.

Identify and Prioritize Bikeway Needs. The Bikeways Master Plan identifies existing network needs and recommends projects that will further enhance and improve bicycling conditions in Lafayette for all levels of riders. Projects identified in this Plan were evaluated according to priority criteria including safety, connectivity and network needs while also considering the City's character. These priorities emphasize routes that address safety issues, fill in gaps in the local bikeway network, provide connections to downtown, activity centers, transit stops, schools and link to the regional bikeway network.

Provide needed facilities and services. Within Lafayette there are several miles of off-street multi-use trails managed by the East Bay Regional Parks District (EBRPD) that meet the needs of less experienced riders. Existing bikeways on several major roadways provide direct routes for experienced cyclists comfortable with riding on streets with relatively high volumes of traffic and/or high speed vehicles. Additional bikeways are needed to close gaps in the existing bikeways network and provide facilities that bridge the needs of less experienced and more experienced riders and provide transitions from off-street to on-street bikeways. Improving key linkages and transitions and providing additional support facilities, such as clear directional signage and secure bicycle parking, will facilitate cycling in Lafayette and encourage more people to ride bicycles.

Enhance and preserve the quality of life in Lafayette. The development and maintenance of bicycle facilities provides for people-friendly streets, paths, trails, and activity centers available to everyone, and supports sustainable community development. Bicycling can reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption by encouraging healthier and more active forms of travel. Bicycling also provides an alternative to driving and single occupant vehicles.

Maximize Funding Sources for Implementation. A key reason for preparing the Lafayette Bikeways Master Plan is to qualify for consideration for available funding by satisfying requirements of the California Bicycle Transportation Account (BTA), and other state and federal funding programs for which Caltrans plays an oversight and review role. The State of California requires that applicants have an adopted bikeways plan that includes a number of specific elements related to bicycle commuting, land uses, multi-modal connections, funding, and public input. The complete list of required BTA elements and their locations in the Bikeways Master Plan are provided in **Table 1-1** below. The Lafayette Bikeways Master Plan is intended to fulfill the BTA's and Caltrans' bicycle plan requirements.

Table 1-1
Caltrans BTA Content Requirements for a Bikeways Plan

Required Element	Page(s) in Lafayette's Plan
Existing and Future Bicycle Commuters	Table 4-4 on pg 4-6 and 4-7
Land Use Map/Population Density	Map: pg 2-3, description pp 2-1 through 2-3
Existing and Proposed Bikeways	Existing: description 2-5 – 2-9, Table 2-2 pg 2-9, map pg 2-7 Proposed: map pg 5-7, Table 5-1 pg 5-9, description: pgs 5-11 to 5-15
Existing and Proposed Bicycle Parking Facilities	Existing: Table 2-3 on pg 2-11 Proposed: pgs 6-9 to 6-10
Existing and Proposed Multi-Modal Connections	Existing: 2-16 to 2-17
Existing and Proposed Changing and Storage Facilities	Existing: Table 2-4 and 2-5 on pg 2-13 Proposed: pg 6-10
Bicycle Safety and Education Programs	Pgs 2-15 to 2-16 Pgs 6-13 to 6-17
Citizen Participation	Pg 4-13 to 4-14
Consistency with Transportation, Air Quality, and Energy Plans	Pg 4-5
Project Descriptions/Priority Listings	Pg 5-11 to 5-18 Table 5-2, 5-3, 5-4 on pages 5-17 to 5-18
Past Expenditures and Future Financial Needs	Past Expenditures: Table 2-6 on pg 2-14 Future Needs: Tables 7-1 through 7-6 on pages 7-2 to 7-7

1.3. GOALS AND POLICIES OF THE BIKEWAYS PLAN

The goals provide the long-term vision and serve as the foundation of the Bikeways Master Plan, while the policies provide the ground rules under which the City agrees to operate. Policies provide the context for the specific goals and actions discussed in the Bikeways Master Plan. The Bikeways Master Plan Goals are intended to be consistent with the goals and policies of Lafayette's General Plan. The two Bikeway Master Plan goals outlined below, Goal 1 and Goal 2, are overarching goals and policies between the Bikeways Master Plan and the General Plan.

GOAL 1: RESPECT THE GOALS AND POLICIES OF THE GENERAL PLAN**GOAL 2: MAINTAIN THE CHARACTER OF LAFAYETTE**

Policy 2.1: Continue to seek the participation of Lafayette residents and businesses and local bicycling organizations in the preparation and review of bikeways plans.

Policy 2.2: Respect the community character, context and aesthetics of Lafayette during project planning, design and implementation.

Policy 2.3: Recognize the political, environmental, right-of-way and cost constraints in implementing the Bikeways Master Plan.

The list below outlines the remaining goals and policies.

GOAL 3: EXPAND AND ENHANCE LAFAYETTE'S BIKEWAYS NETWORK

Policy 3.1: Develop the existing and proposed bikeways network as an appropriately designed, continuous network that serves all user groups and skill levels.

Policy 3.2: When planning bikeway projects and programming capital improvement projects, give priority to bicycle projects that:

1. Address safety issues
2. Provide access to downtown, transit, schools and activity centers
3. Provide linkage to the regional bikeways network or existing bikeways and paths

Policy 3.3: The design of streets and traffic control devices shall consider the impact on bicyclists as well as the relationship in overall system mobility; travel speed; environmental factors; cost; and neighborhood character.

Policy 3.4: Wayfinding assistance for bikeways should serve at minimum major employment centers, schools, commercial districts, transit stations, recreational centers, and public institutions.

GOAL 4: PLAN FOR THE NEEDS OF BICYCLISTS

Policy 4.1: Accommodate bicyclists and other non-motorized users when planning, designing, developing and maintaining transportation improvements within the reasonable opportunities and constraints of a project.

Policy 4.2: Coordinate non-motorized Capital Improvement Program projects within reasonable constraints and opportunities, with other planned roadway and re-surfacing projects to maximize construction and cost efficiencies.

1. Introduction

GOAL 5: ELIMINATE BARRIERS TO BICYCLING

Policy 5.1: Minimize disruption to bicycle facilities during capital improvement and private development construction as well as maintenance activities to facilitate bicyclist safety at all times, and provide alternate routes if required, within reasonable opportunities and constraints of the work.

Policy 5.2: All actuated signalized intersections should be evaluated for need of operable and marked bicycle loop detectors in conjunction with planned roadway improvements .

Policy 5.3: The City will coordinate and communicate with affected jurisdictions and agencies regarding bikeways planning and implementation.

GOAL 6: IMPROVE CITIZENS' HEALTH, REDUCE TRAFFIC CONGESTION AND PROVIDE ALTERNATIVE MODES OF TRAVEL THROUGH BICYCLING

Policy 6.1: Utilize educational and marketing techniques to promote bicycling as a healthy activity and a viable transportation alternative.

Policy 6.2 Utilize existing adult and youth bicycle events and education and safety programs to promote bicycling.

Policy 6.3: Enforce bicycle-related violations by both motorists and bicyclists, and emphasize positive enforcement for safe bicycling behavior in children.

GOAL 7: PRESERVE AND SUSTAIN EXISTING BICYCLE INFRASTRUCTURE

1.4. MAJOR RECOMMENDATIONS OF THE PLAN

This Bikeways Master Plan recommends the enhancement of the existing bikeways network with the addition of approximately 4.5 miles of new Class I Bike Paths, 2 miles of new Class II Bike Lanes, nearly 3 miles of Bicycle Boulevards, two thirds of a mile of Shared Lane Markings and almost 22 miles of new Class III Bike Routes. The total cost of the recommended projects is estimated to be about \$12 million in 2006 dollars. The Recommended Bikeways Network is shown in Figure 5-2 in Chapter 5, and the proposed cost breakdown is provided in Tables 7-1 through 7-4 in Chapter 7.

In addition to the planned bikeways and bicycle facilities, this Plan outlines new educational and promotional programs aimed at bicyclists and motorists. These programs include recommendations for locating bicycle parking and end-of-trip support facilities, recommendations for intersection improvements, wayfinding signage and recommendations for education and encouragement programs. Program descriptions can be found in Chapter 6.