

2. EXISTING CONDITIONS

This chapter provides a description of existing conditions within the City of Lafayette relevant to the Bikeways Master Plan. Information is based on site visits, existing planning documents, maps, and conversations with Lafayette residents and City of Lafayette, Contra Costa County and other agency staff.

2.1. SETTING

The City of Lafayette is situated in a semi-rural valley in Contra Costa County, approximately twenty miles east of San Francisco, on the east side of the Oakland/Berkeley hills. Lafayette has a population of approximately 24,000, and encompasses about 15 square miles of land area, for a population density of about 1,500 persons per square mile. Settlement started in the late 1800s but incorporation did not occur until 1968. Lafayette developed its first general plan in 1974, and this general plan was last updated in 2002. The City is bordered on the north by Briones Regional Park, on the east by Walnut Creek, on the south by Moraga and the west by Orinda. Mixed in along its borders are small pockets of unincorporated Contra Costa County. Lafayette has varied terrain, with steep hills located to the north and south. Highway 24 runs through the City, San Francisco is a 25-minute BART ride away, and Oakland's Rockridge district is just two BART stops away.



Lafayette-Moraga Trail along St. Mary's Road near Florence Drive

LAFAYETTE LAND USES

Lafayette's existing development consists mostly of low- to medium-density single family residential, commercial, parkland and open space. Land uses reflect a somewhat older growth pattern: Commercial areas are located on both sides of Mt. Diablo Boulevard, and surrounded by residential areas. As one moves farther from the downtown commercial areas, residential density generally decreases. Pockets of multi-family residential units are located off of Mt. Diablo near BART and throughout the downtown. Primary activity centers and destinations include the downtown, the BART station, the Mt. Diablo Blvd. west and east end commercial areas, the Community Center on St. Mary's Road, the Lafayette Reservoir and the newly constructed Veterans Memorial Building. Other significant destinations include the numerous parks, public and private schools located throughout the City, as well as the various recreational cycling routes, including the Lafayette-Moraga Trail and the newly established Lamorinda Loop Trail. The City is currently preparing for the construction of the Lafayette Library and Learning Center in its downtown. A dozen of the Bay Area's most prestigious educational and cultural resources will offer programs at the new Library drawing people not only from within Lafayette but from throughout the greater East Bay.

Lafayette's Land Use Map from the General Plan is located on the next page.

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Lafayette is near three large regional parks:

1. The Lafayette Reservoir, operated by EBMUD and policed by EBRPD, is located in the southwest corner of the City. A paved trail circles the reservoir and is accessible to cyclists during specified hours on Tuesdays, Thursdays and Sundays. Cyclists are not permitted on the upper loop and unpaved Rim Trail.
2. Briones Regional Park, operated by EBRPD, borders the City on the north. Off-road mountain biking is permitted on some of the trails within this park.
3. Las Trampas Regional Wilderness, operated by EBRPD, is located southeast of the City. Off-road mountain biking is permitted on some of the trails within this park.

Given the City's development pattern, planning for the bicycle network should focus on creating connections between the residential areas and the downtown commercial area, within the downtown area, to the BART station, to local schools, to the local recreational amenities, and to the surrounding open space.

Local Schools

The City of Lafayette School District operates four elementary schools (grades K-5) and one middle school (grades 6-8). The Acalanes Unified High School District, which serves Lafayette, Orinda, Moraga, Walnut Creek and Canyon, operates four high schools, a continuation school and an adult school. One public and one private high school operate in Lafayette. **Table 2-1** lists all the public and private elementary, middle and high schools located in Lafayette.

Table 2-1
Primary and Secondary Schools Serving Lafayette

School Name	Grades	District	Address
Acalanes High School	9-12	Acalanes	1200 Pleasant Hill Road
Campolindo High School	9-12	Acalanes	300 Moraga Road, Moraga
Burton Valley Elementary School	K-5	Lafayette	561 Merriewood Drive
Lafayette Elementary School	K-5	Lafayette	950 Moraga Road
Happy Valley Elementary School	K-5	Lafayette	3855 Happy Valley Road
Springhill Elementary School	K-5	Lafayette	3301 Springhill Road
Stanley Middle School	6-8	Lafayette	3455 School Street
Bentley High School	9-12	Private	1000 Upper Happy Valley Road
St. Perpetua	Pre-K-8	Private	3445 Hamlin Road
The Meher School	Pre-K-5	Private	999 Leland Drive
Contra Costa Jewish Day School	K-7	Private	3800 Mt. Diablo Blvd.
The Springstone School	6-10	Private	1035 Carol Lane

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In addition to these schools, there are a variety of after school learning centers and programs providing instruction in the arts, dance, music, language, religion, etc. that supplement children's learning experience and serve as frequent post-school destinations requiring transportation access.

2.2. EXISTING BICYCLE FACILITIES

DEFINITION OF BIKEWAYS

The three types of bikeways identified by Caltrans in Chapter 1000 of the Highway Design Manual are as follows.

Class I Bikeways Typically called a “bike path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. Per Caltrans standards, the minimum paved width of a two-way bike path is 2.4 meters (~8 feet), but 12 feet are recommended.

Class II Bikeways Often referred to as a “bike lane,” a Class II bikeway provides a striped, signed and stenciled lane for one-way travel on a street or highway. Caltrans' minimum bike lane width requirements vary depending on the presence of on-street parking and curb, but generally range between 1.2 to 1.5 meters (~4 to ~5 feet).

Class III Bikeways Generally referred to as a “bike route,” a Class III bikeway allows shared use with motor vehicle traffic and is identified only by signing. Caltrans does not state minimum widths for bike routes, but recommends that designated bike routes “should offer a higher degree of service than alternative streets” by providing direct connections between existing segments, by providing traffic control devices compatible with cyclists (such as bicycle detector loops), by having street parking eliminated, or by having a higher degree of maintenance than other streets. Class III bike routes are not required to, but may have striped shoulders.

In addition to the Caltrans standard bike lane, bike route and bike path designations, the Lafayette Bikeways Master Plan recommends two innovative treatments: Bicycle Boulevards and Shared Lane Markings. Both are explained in more detail in chapter five.

EXISTING NETWORK

Lafayette has a partially completed bikeways network comprised primarily of on-street bike lanes and off-street bike paths connected by short designated bicycle routes, as shown in **Figure 2-2**. **Table 2-2** shows the limits and lengths of all existing Class I, II, and III bikeways segments in the City. Selected facilities are described below.

Lafayette-Moraga Regional Trail

This 7.65-mile long trail was one of the first rails-to-trails conversions in California, and is part of the East Bay Regional Parks District Regional Trails System. Most of the trail parallels St. Mary's Road and connects Moraga, St. Mary's College and downtown Lafayette. The trail ends at Olympic Boulevard near Pleasant Hill Road in Lafayette.

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Lamorinda Loop

The Lamorinda Loop is a newly established and as yet partially unsigned 17.5-mile circuit of on-street and off-street bikeways that connect the three cities within Lamorinda: Lafayette, Moraga and Orinda. (The signage is posted along the Lafayette portions of the route). The circuit utilizes existing bikeways within the three cities, as well as EBRPD bikeways. In 2005, the three cities approved funding to sign the route. Plans for sign placement and sign designs were developed and have been approved by the three cities.

Ten miles of the Lamorinda Loop are located in Lafayette. Within the City, the route primarily consists of off-street bike paths or on-street bike lanes, and follows the Lafayette-Moraga Regional Trail, and portions of Pleasant Hill Road, Deer Hill Road, Mount Diablo Boulevard and El Nido Ranch Road.



Lamorinda Loop Trail Signage

Walter Costa Trail

The Walter Costa Trail is a multiuse path that connects the Lafayette Reservoir Recreation Area to Briones Regional Park to the north. Only the southern portion of the path is accessible to cyclists. The path is paved between the Lafayette Reservoir and El Nido Ranch Road. North of El Nido Ranch Road, it extends as a hiking trail alternating with paved roads to Panorama Road and a southern entrance to Briones Regional Park.

Other Off-Street Bikeways

The City also has several shorter off-street bikeways that serve as connectors between longer on-street bikeways. These include the Third Street Path and Bridge, which connects Moraga Boulevard to Mt. Diablo Boulevard, the BART Connector, which links Mt. Diablo Blvd to the southern entrance of the BART station, and the First Street Pathway, which parallels First Street between Golden Gate Way and School Street. Additional off-street paths include paved sections of recreational pathways and trails, such as the paved loop around the Lafayette Reservoir. The pathway paralleling the east side of Moraga Road between St. Mary's Road and Hamlin Road meets Caltrans minimum width requirements for bikeways, and has also been listed in this plan as an off-street bikeway.

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EXISTING BICYCLE MAP BACK

Table 2-2
Index of Existing City of Lafayette Bikeways

Name	From	To	Class	Length (mi.)
BART Connector	Mt. Diablo Blvd	Lafayette BART Station	1	0.12
First Street Pathway	School Street	Golden Gate Way	1	0.24
Lafayette Reservoir Trails	n/a	n/a	1	2.26
Lafayette-Moraga Regional Trail	Olympic Boulevard	South City limits	1	4.30
Moraga Road	St. Mary's Rd	Hamlin Rd	1	0.21
Pleasant Hill Road W Side	Mt. Diablo Blvd	Reliez Station Rd	1	0.52
Pleasant Hill Road E Side	Mt. Diablo Blvd.	Condit Rd.	1	0.33
Quandt Road Connector	S. Quandt Rd.	N. Quandt Rd.	1	0.04
Third Street Path and Bridge	Moraga Boulevard	Mt. Diablo Boulevard	1	0.16
Walter Costa Trail (southern end)	Mt. Diablo Blvd	El Nido Ranch Rd	1	0.34
Acalanes Road	Mt. Diablo Boulevard	Hidden Valley Road	2	0.30
Deer Hill Road	Pleasant Hill Road	Happy Valley Road	2	1.75
Mt. Diablo Boulevard - West of Downtown	Acalanes Road	Mountain View Drive	2	1.54
Mt. Diablo Boulevard - East of Downtown	First Street	Mt. Diablo Ct.	2	1.06
Pleasant Hill Road	Olympic Boulevard	Rancho View Dr.*	2	2.21
Olympic Boulevard	Pleasant Hill Rd	Walnut Creek	2	0.37
Acalanes Road	Mt. Diablo Blvd.	El Nido Ranch Road	3	0.30
Brown Avenue	Mt. Diablo Blvd	Deer Hill Rd	3	0.20
El Nido Ranch Road	Acalanes Rd	West City Limits	3	0.60

Source: Contra Costa County Bicycle Plan; Lamorinda Loop Trail Signage Plan, City of Lafayette. Field checked in January 2006
Note: Class 1 refers to off-street pathways, Class 2 refers to on-street striped bike lanes and Class 3 refers to on-street signed bike routes.
** Only southbound bike lanes between Rancho View Dr. and Reliez Station Rd.*

ON-STREET BIKE LANES AND ROUTES

Key Class II segments include Mount Diablo Boulevard, Deer Hill Road and Pleasant Hill Road. The Mount Diablo Boulevard bike lanes are discontinuous, as they do not extend through the central downtown. Cyclists along Deer Hill Road must contend with several steep grades and the difficult interchange with SR-24. Pleasant Hill Road cyclists must also navigate a series of difficult interchanges with SR-24. Routes that could be potentially designated as Class III are generally not signed. The Lamorinda Loop, which is being signed in spring 2006, will improve access to the existing bikeways facilities in Lafayette.



Lafayette-Moraga Trail

SIGNAGE

Currently, Lafayette uses standard Caltrans bikeways signage, although some facilities lack signage entirely. The City does have signs reading “Bike Lane No Parking” (MUTCD R7-9a) installed along Mt. Diablo Boulevard and Pleasant Hill Road where bike lanes are striped and stenciled. The intersections of the Lafayette-Moraga Trail and City streets are generally well signed, with installed

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“Bicycle Crossing” signs and in some cases, raised zebra pattern crosswalks. The intersection of the trail and St. Mary’s Road is well marked, with bicycle warning signs (MUTCD W11-1), “Yield here to Pedestrian and Bicycle” signs, a ladder crosswalk and yield markings on the road. Many potential Class 3 Bicycle Routes lack signage.



Lafayette-Moraga Trail Signage

In terms of wayfinding, there is almost no directional signage provided along bikeways in Lafayette. The lack of wayfinding signage is due to residents’ concern that sign clutter may detract from the semi-rural character of the community; the City’s concerns regarding increased maintenance costs and excessive signage in downtown; and a lack of consensus on bicycle routes. There is also no directional signage for major destinations, such as the BART station or the Lafayette-Moraga Trail. The lack of good directional signage is a constraint to bicycling in Lafayette. Particularly for Class III bike routes, which may follow curving neighborhood streets and occasionally shift a block or two in either direction, the lack of clear directional signage can be confusing for inexperienced cyclists and/or frustrate and discourage riders. Destination signage helps to clarify routes, particularly in locations where two routes cross.

BICYCLE DETECTOR LOOPS

Bicycle detectors are sensors that activate traffic signals when a rider positions their bicycle appropriately at actuated signalized intersections. The most common type is called a loop detector and consists of a loop of wires placed into the pavement. The City of Lafayette has a standing policy to replace the first loop detector at an intersection with a bicycle-sensitive loop detector as roads are repaved. The City operates and maintains 24 traffic signals. Additionally, Caltrans operates four more traffic signals within Lafayette at State Route 24 on and off-ramps. Depending on the traffic signal’s operational perimeters and the intersection’s lane configuration, each leg of an intersection may have or need between zero to more than ten bicycle loop detectors. Most of Lafayette’s signalized intersections have bicycle detector loops, although due to the operational characteristics of the traffic signal it is often unnecessary to stencil the location of the loop detector on all legs of an intersection. For example, on Mt. Diablo Blvd., the traffic signals are programmed to return to green on Mt. Diablo Blvd. at the completion of each cycle so loop detector stenciling would only be needed in some left-turn lanes and on side streets. There are currently no bicycle loop pavement stencils in mixed-use travel lanes to indicate where a bicyclist should wait to activate the loop. Over time, it can become more difficult to locate a loop’s position if not stenciled.

Special loops specifically designed for installation within a bicycle lane have been installed in dedicated bicycle lanes at intersections that have been repaved within the last five years. On Mt. Diablo Blvd. at Brown Ave. and at Village Center/Risa Road, the City has stenciled the locations of recently installed bicycle loop detectors placed within the bicycle lanes.

BICYCLE PARKING

Bicycle parking is an important component in planning bicycle facilities and encouraging people to use their bicycles for everyday transportation. Bicycles are one of the most frequently stolen items

in most communities, with bicycle part components often being stolen even when the bicycle frame is securely locked to a rack. Because today's bicycles are often high-cost and valuable items, many people will not use a bicycle unless they are sure that there is secure parking available at their destinations. In California, bicycle parking facilities are classified as follows:



Lafayette BART Bicycle Racks

- **Class I Parking – Long Term** Facilities include secure areas such as lockers or bicycle “cages” that can be locked by the cyclist. Used mainly by students, employees, residents and others expected to park for more than two hours.
- **Class II Parking – Short Term** Facilities include bicycle racks. Cyclists provide their own locks to secure their bicycles. Used mainly by shoppers, visitors, messengers and others expected to depart within two hours.

Table 2-3
Existing Bike Parking Locations

Business /Organization	Street Location
Safeway	3540 Mt. Diablo Blvd. near Oak Hill Rd.
Trader Joe's	3649 Mt. Diablo Blvd. near Mtn. View Dr.
Starbucks Coffee	Mt. Diablo Blvd. near Hampton Rd.
Starbucks Coffee	At Mt. Diablo Blvd. and Lafayette Circle East
Lafayette Reservoir	One mile from the Lafayette BART station
Oakwood Athletic Club	Mt. Diablo Blvd. near Paulson Ct.
Mt. Diablo Blvd. north side	West of Town Center and east of Wells Fargo Bank
Lafayette Police Station	3675 Mt. Diablo Blvd., Ste. 130
Lafayette Community Center	500 St. Mary's Rd.
McDonald's	3459 Mt. Diablo Blvd.
Taco Bell	3501 Mt. Diablo Blvd.
Lafayette Library	952 Moraga Rd
Lafayette BART Station	North and South side of station
Public and Private Schools	Various locations throughout the City
Miscellaneous	Various locations downtown

Source: Lafayette Bicycle and Pedestrian Advisory Committee, 2006.

While the City has no written policy to require bicycle parking at public parks and buildings, informally bicycle parking has been required in some new development. The new Lafayette Library and Learning Center will include covered parking for 20 bicycles. There are no bicycle parking requirements in the Lafayette Municipal Code, therefore it is up to individual businesses to provide racks for their employees and/or customers. The Lafayette Mercantile project is the first commercial and office development required to install bike lockers and bike racks. Several other office complexes offer limited, often difficult to find, Class II parking facilities.

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Inverted-U style bicycle racks are installed at various locations in downtown Lafayette. In 1999, the City received an Air District grant to install six loop and post style bicycle racks in the downtown area. However, due to the existing narrow sidewalks, placement of these racks has proven difficult.

The Lafayette BART station currently has excellent bicycle parking facilities. There are 15 bicycle lockers at the station, making for a total of 30 enclosed, secure spaces, plus 20 inverted-U racks. However, a waiting list is reported to exist for bicycle lockers.

BIKEWAYS SUPPORT FACILITIES

For the purposes of this Plan, bicycle support facilities refer to facilities available to cyclists during their trip or end-of-trip facilities that allow cyclists to “clean up” after a ride. Provision of these facilities make it easier to cycle, and may encourage bicyclists to commute to work or other activities. Several types of amenities are outlined below:

- Bicycle shops are important for bicyclists making trips between urban areas in the event they suffer an equipment failure and need repair parts or service. Two bicycle shops are located in downtown Lafayette: one on Moraga Road and the other on Mt. Diablo Boulevard near Willow Dr.
- Parks and rest stops offer water, a place to sit or rest, and restroom facilities. Several drinking fountains are located along the Lafayette-Moraga Trail, and neighborhood parks within the City provide seating and drinking fountains.
- Transit transfer stations extend the range cyclist can commute. The Lafayette BART station currently provides ample bicycle parking, as described above. Additionally the station has bathrooms, benches and a water fountain.
- Locations to shower and change clothes make commuting a more viable alternative. Such facilities are most often provided by building owners or tenants for use by those who work in the building. Public restrooms are available in public buildings in downtown Lafayette during normal business hours.

**Table 2-4
Existing Restroom Locations**

Business /Organization	Street Location
Lafayette BART Station	3601 Deer Hill Road
Lafayette Reservoir	One mile from the Lafayette BART station
Community Center	500 St. Mary's Rd.
Buckeye Fields	711 Buckeye Field
Community Center ball fields (during scheduled events)	480 St. Mary's Rd.
City Offices	Desco Plaza, 3675 Mt. Diablo Blvd.

Source: Lafayette Bicycle and Pedestrian Advisory Committee, 2006

Note: Restrooms are typically available only when the location is open for use.

**Table 2-5
Existing Water Fountain Locations**

Business /Organization	Street Location
Leigh Creekside Park	Moraga Blvd. near 4 th St.
N/A	Second St. north of Moraga Blvd.
Brook St. Park	Brook St. near East Lane
Lafayette Plaza	Mt. Diablo Blvd. at Moraga Rd.
Community Center ball fields	480 St. Mary's Rd.
Community Center	500 St. Mary's Rd.
Buckeye Fields	711 St. Mary's Rd
At all public schools	Various locations
Lafayette Reservoir	One mile from the Lafayette BART station
Lafayette-Moraga Trail	By Las Trampas School, near Foye Dr.
Lafayette-Moraga Trail	At Fire Station, near Glenside Dr. south.
Chevron Gas Station	At Mt. Diablo Blvd. and Happy Valley Rd.
City Offices	Desco Plaza, 3675 Mt. Diablo Blvd.
East of Wells Fargo Bank (in brick patio)	Mt. Diablo Blvd., east of Happy Valley Rd.

Source: Lafayette Bicycle and Pedestrian Advisory Committee, 2006

2.3. BICYCLE FACILITY MAINTENANCE

Currently, the maintenance of Lafayette's bikeways facilities consists of regular street maintenance of roadways, including those with Class II or Class III bicycle facilities. Street maintenance services include minor street repairs such as pot hole filling, minor sidewalk, curb and gutter replacement, roadway shoulder maintenance, tree and shrub pruning, and weed abatement within the public right-of-way and on City property. Streets are swept once a week in commercial areas and once a month in residential areas. Streets within the commercial areas include Golden Gate Way, Mt. Diablo Boulevard and adjacent sections of the following streets: Happy Valley Road, Oak Hill Road, Lafayette Circle, Moraga Road, First Street, Second Street, Brown Avenue, Stuart Street, Carol Lane,

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and Golden Gate. Only publicly maintained streets with a curb or asphalt berm are swept, however some additional arterial streets are also swept that lack curb but have bike lanes.

Traffic maintenance services include traffic signal maintenance; street and traffic sign installation and maintenance; traffic striping and pavement marking maintenance; and curb painting.

Requests for bicycle improvements are handled through the City's existing maintenance and improvement request procedures. Cyclists can report hazardous conditions or submit maintenance requests, such as filling potholes, repainting faded striping or replacing damaged street signs, by filling out a Public Works Service Request, by calling Public Works at (925) 934-3908 and leaving a message, or by using the on-line Public Works Service Request available on the City's web site (www.ci.lafayette.us). In addition, cyclists can request bicycle safety improvements by submitting a Transportation Action Request. Transportation Action Request forms are reviewed by Engineering Services staff and either are acted on administratively or sent to the Circulation Commission for review, public input and forwarding to City Council. Forms are also available on the City's website. (www.ci.lafayette.ca.us).

Trails maintenance is under the auspices of the Parks, Trails and Recreation Department. The trails are maintained by volunteers and a Parks Maintenance Specialist in conjunction with a Volunteer Trails Maintenance Coordinator. The Lafayette-Moraga Regional Trail is operated and maintained by EBRPD.

2.4. PAST BICYCLE PROGRAM EXPENDITURES

The City of Lafayette's funding of bicycle program expenditures totaled \$738,400 between 2000 and 2005. Total expenditures including non-city funding sources were approximately \$3,721,400. **Table 2-6** lists the past expenditures of the bicycle program per project.

Table 2-6
Past Bicycle Program Expenditures

Project Name	Year	City Expenditure	Total Cost
First Street Pathway	2000	\$448,400	\$540,400
MORTRAC Improvements	2005	n/a	\$1,206,000
Pleasant Hill Road Multi-Purpose Pathway	2005	\$290,000	\$1,950,000
Lamorinda Loop Signage	2005	TBD	\$25,000
Total		\$738,400	\$3,721,400

Source: City of Lafayette, Engineering Services, December 2005

2.5. ENCOURAGEMENT AND EDUCATION PROGRAMS

CITY TRANSPORTATION WEB PAGE

The City of Lafayette provides bicycle safety tips on the Transportation page of the City's web site. These safety tips provide recommendations for both on-street and on-trail riding. The page also lists what to do in the case of an accident. The City's Transportation web page also links to the 511 Bay Area Regional Ride Share Program web page, which provides bicycling resources such as Bike Buddy ride matcher and a bicycle route mapping tool.

STREET FAIRS AND COMMUNITY EVENTS

Throughout the year, the City holds a variety of street fairs and community events. The BPAC has staffed several informational tables including the Lafayette Art and Wine Festival and the Children's Safety Fair in order to provide educational materials to the public.

In July 2005, several local bicycle clubs organized the inaugural Lafayette Criterium. This family-friendly bicycle race consists of twelve racing levels ranging from toddlers on tricycles to professional cyclists. The course is a one-kilometer loop in downtown Lafayette: Mt. Diablo Boulevard, First Street, and Golden Gate Way. The organizers plan to continue this as an annual event with City approval.



Tour of California Lead Rider
Photo: City of Lafayette

In February 2006, the first Tour of California rode through Lafayette. The state-wide bicycle race included many world-class cyclists. The streets of Lafayette were lined with spectators as the peloton raced through the City during the third stage of the tour.

SCHOOL-BASED ENCOURAGEMENT PROGRAMS

The City does not currently have ongoing school-based bicycle education programs, but the City's BPAC has sponsored several Bike Rodeos to train young riders and their parents. The City's BPAC has also developed and distributed the brochure "For Your Child's Safety: Safety Tips for Biking Walking or Taking the Bus". The brochure was sent home with every student in a public elementary school



Lafayette Bicycle Rodeo Classroom
Photo: City of Lafayette

Parents at local schools have organized to assist students in getting to school. Burton Valley Elementary School has a Biking School Bus. The City installed a traffic signal on Pleasant Hill Road at Condit Road and built multi-modal facilities on both sides of Pleasant Hill Road between Mt. Diablo Boulevard and Condit Road to encourage middle school and high school students to ride to school. The City plans to extend the pathways to Olympic Boulevard.

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BIKE TO WORK DAY

The City regularly sponsors a bicycle Energizer Station each year in May for Bike to Work Day. BPAC members organize and staff the station that provides water, snacks, maps and educational materials. Free maintenance checks for Bike to Work Day participants have also taken place at the station courtesy of a local bike shop. City staff has also used the presence of the energizer station as an opportunity to gather public input from bicyclists riding in Lafayette.



Lafayette's Energizer Station on Bike to Work Day 2006

2.6. MULTI-MODAL CONNECTIONS

Multi-modal refers to the use of two or more modes of transportation in a single trip (i.e., bicycling and riding the bus or train). Improving the bicycle-transit link is an important part of making bicycling a part of daily life in Lafayette. Linking bicycles with mass transit, especially Bay Area Rapid Transit (BART) commuter trains, buses, and shuttle services, overcomes such barriers as lengthy trips, personal security concerns, and riding at night or in poor weather.

Making the multi-modal connection consists of two key elements: providing bicycle parking facilities at frequently used bus stops and bike racks on trains and buses. Two other components include improving bikeways that link with transit facilities and stops, and encouraging the use of multi-modal programs. Bicycling to transit, in lieu of driving, benefits the community by reducing traffic congestion with relatively low investment costs, reducing the demand for parking, reducing air pollution, and reducing energy consumption.

Existing multi-modal connections in Lafayette are especially important when considering regional trip opportunities. According to the 2000 U.S. Census, Lafayette has a very high public transit mode split (13%) compared to Contra Costa County. BART provides access to most of Contra Costa, Alameda, San Francisco and San Mateo Counties, as well as to the Oakland and San Francisco Airports. The Contra Costa County Connection provides very limited bus connections to Walnut Creek, Rossmoor, Orinda and Moraga. Ensuring adequate bicycle access on these connections will extend the range of individuals at both ends of the trip.

BART SERVICE

The Lafayette BART Station links Lafayette with other Bay Area counties and the employment centers of Walnut Creek, San Francisco and Oakland. While the Lafayette BART station is well used, very few riders combine a bicycle trip with a BART trip. According to the 1998 BART Station Profile Survey¹, eighty-six percent (86%) of Lafayette BART riders access the station by car, five percent (5%) by transit, seven percent (7%) on foot and two percent (2%) by bicycle. The majority of these people use BART to get to work (82%), and 68% of these people use BART five or more days per week. Subsequent to the BART Station Profile Survey, County Connection reduced transit

¹ BART Office of External Affairs, *BART Station Profile Survey*, Prepared by Corey, Canapary & Galanis Research Consultants and BART, 1999.

service to the Lafayette BART station therefore the percentage of BART riders using transit to access the station may be lower. On the downtown side of the station, BART recently installed wheel guides for bicycle tires to assist riders in transporting their bicycles up the two flights of stairs.



Lafayette BART Station

The BART Station is currently home to twenty Class II bicycle racks and fifteen Class I bicycle lockers accommodating 30 bicycles. BART riders can rent lockers on a three-month or annual basis for a \$15 or \$30 fee, respectively. A \$25 dollar key deposit is required for all lockers, regardless of the length of rental. The deposit is returned as keys are relinquished. The Lafayette BART Station also features elevators for rider use. Elevators are the preferred form of transport for cyclist moving bicycles from one level to another.

COUNTY CONNECTION BUS SERVICE

Fixed-route bus services within Lafayette are provided by Contra Costa County Connection. During the workweek, Lafayette is served by Route 106 to Orinda and Route 206 to Walnut Creek, St. Mary's College and the Town of Moraga. Route 206L serves Acalanes High School. Both routes stop at the Lafayette BART Station. Route 106 provides limited Saturday service. Bus service is not available on Sundays or in the evening. Some buses do not run during afternoon commute periods. Bicycle racks are provided on all County Connection buses.

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