5. RECOMMENDED BIKEWAY NETWORK

This chapter outlines the recommended additions to Lafayette's existing bikeway network. The recommendations presented in this chapter are based on best practices developed in other communities in California and supplemented by input from the local bicycling community and City staff. Field work, including a bicycle tour led by residents of Lafayette, identified locations for future bikeways, intersection improvements and support facilities. All recommendations were evaluated by the City's Bicycle and Pedestrian Committee, which is familiar with local bicycling routes and opportunities and constraints specific to the City of Lafayette.

Lafayette's recommended bikeway network includes standard Caltrans Class I bike path segments, Class II bike lanes and Class III bike routes as well as more recent bikeway innovations such as Bicycle Boulevards—traffic calmed streets with right-of-way shared by bicycles and cars—and shared use arrows—pavement stencils indicating the proper place for cyclists to ride in a lane too narrow to accommodate bicycle lanes. These innovative treatments are explained in more detail below. The recommended network fills gaps in the existing bikeway system, provides local links to regional trails and bikeways, officially marks well-used regional recreation routes, and provides local access to schools, parks, downtown Lafayette, BART and public amenities such as the Library, Community Center, parks and ball fields.

5.1 RECOMMENDED BIKEWAY NETWORK

A bikeway network is a system of bikeways that for a variety of reasons – safety, convenience, destinations served, attractiveness – provides a superior level of service for bicyclists. The bikeway network serves as a tool that allows the City to focus and prioritize bicycle facility implementation efforts where they will provide the greatest benefit to bicyclists and the community at large. Establishment of a bikeway network does not imply that bicycles should not be accommodated on streets not in the network; bicyclists are legally allowed on all City streets and roads regardless of whether they are a part of the designated bikeway network.

The Recommended Bikeway Network for Lafayette is shown in **Figure 5-2**. The system of bikeways is classified into the standard Caltrans Class I, II, and III bikeway categories discussed in Chapter 2. In addition, several segments have been identified as potential candidates for Bicycle Boulevard or Shared Lane Marking treatments. These two treatments are discussed in more detail below.

The recommended bicycle network enhancements were developed based on the following guidelines

- The needs of various user groups.
- Existing Bicycling Patterns – Network enhancements were developed based on preferred bicycle patterns, identified by members of the BPAC's Bikeway Plan Subcommittee and staff.
- Connectivity – Network enhancements were designed to increase system connectivity by providing access from one bikeway corridor to the next.
- Traffic volumes and travel speeds – For on-street facilities, the traffic volume and travel speeds were taken into account in determining type of and alignment of facility.
- Existing roadway width and right of way – The availability of width determines the type of facility that is feasible.
- Access to and from downtown – Corridors that provide access to and from the downtown core are preferred.
- Number of destinations served – Corridors that maximize the number of destinations served, such as schools, parks, employment centers, and multi-modal terminals, are preferred.
- Topography – Flatter corridors that are on level ground or follow the contours of hills are preferred.
- Integration into the regional system – Connectivity to the regional bikeway system is preferred.
- Routes with intersection protection and minimal delay – Bicyclists prefer corridors that minimize stopping requirements for the bicyclists while controlling conflicting vehicle traffic.
- Presence of facility in prior plans – Proposed bikeway network enhancements already planned by the City have been integrated into the current list of projects.
- Amount of side friction (on-street parking, driveways, side streets) – Bicyclists prefer corridors that minimize potential conflicts.

This bicycle plan recommends two innovative bicycle treatments for several roadways: Shared Lane Markings and Bicycle Boulevard designation.

Shared Lane Markings

In September 2005, the Shared Lane Marking was approved by the California Traffic Control Devices committee for use by California jurisdictions.[1] The primary purpose of the Shared Lane Marking (sometimes referred to as "sharrows") is to provide positional guidance to bicyclists on roadways that are too narrow to be striped with bicycle lanes and to alert motorists of the location a cyclist may occupy on the roadway. Shared Lane Markings are intended to reduce the chance of a

[1] Policy Directive 05-10 "Shared Roadway Bicycle Marking", passed on September 12, 2005, outlines implementation guidelines for placing Shared Lane Markings.
<http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy.htm>

cyclist colliding with an open car door of a vehicle parked on-street, parallel to the roadway. Shared Lane Markings shall only be used on a roadway with on-street parallel parking, according to Caltrans. On state highways, Shared Lane Markings shall be used only in urban areas.

Shared Lane Markings on Polk Street in San Francisco

Caltrans states that shared Lane Markings are appropriate on bicycle network streets that are too narrow for standard striped bicycle lanes, areas that experience a high level of "wrong-way" riding and bicycle network streets that have moderate to high parking turnover, typically commercial areas. Shared Lane Markings are intended for use on roadways without striped bicycle lanes or shoulders.

Shared Lane Markings should be spaced approximately 250' center to center, with the first marking on each block or roadway segment placed immediately after the nearest intersection. On long blocks, supplemental markings may be necessary.

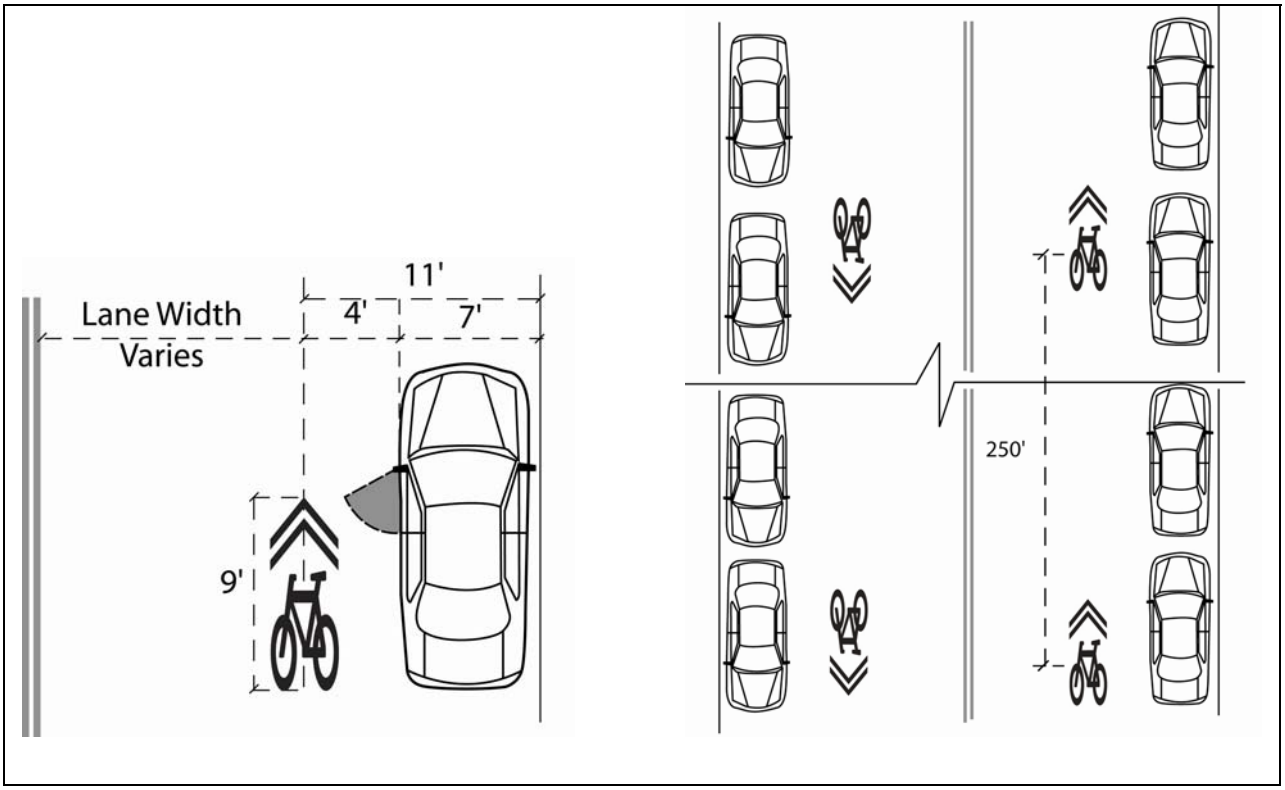

Figure 5-1: Shared Lane Marking (Sharrows) Design Guidelines

Bicycle Boulevards

Bicycle Boulevards have been implemented in a variety of locations including Berkeley, Palo Alto and Davis California and Portland, Oregon. A Bicycle Boulevard, also known as bicycle priority road, is a roadway that allows all types of vehicles, but which has been modified to enhance bicycle

safety and security. Roadways are designed to be places where cars and bicycles can equally share right-of-way. Bicycle Boulevards tend to be residential streets with lower traffic volumes, typically between 3000 to 5000 average daily vehicles, but can include secondary commercial streets.

Bicycle Boulevards typically include design features such as:

- Traffic calming devices such as traffic circles and bulbouts
- Bicycle destination signage
- Pavement stencils indicating status as a Bicycle Boulevard
- Crossing improvements at major arterials such as traffic signals with bicycle-detection, four-way stops and high-visibility crosswalks
- Stop signs on streets crossing the Bicycle Boulevard
- Some jurisdictions have implemented Bicycle Boulevards by removing on-street parking in select locations.

Bicycle Boulevards can be designed to accommodate the particular needs of the residents and businesses along the routes, and may be as simple as pavement markings with wayfinding signs or as complex as a street with traffic diverters and bicycle signals. To implement Bicycle Boulevards in Lafayette, the Plan does not envision eliminating regularly used on-street parking. As is the City's practice, if any on-street parking were considered for removal the Circulation Commission and City Council would balance the concerns of businesses and residents with the needs of bicyclists and pedestrians.

One example of a Bicycle Boulevard is Channing Way in Berkeley. Nearly the entire 2.6-mile east-west street has been designated a Bicycle Boulevard. Different treatments have been used on different sections of the Bicycle Boulevard. The eastern end of Channing runs two blocks south of the University of California through multi-family homes and the Telegraph and Shattuck Avenue commercial districts. This section of road accommodates bicycle lanes on either side, parking on the north side, and an 18-foot two-way travel lane. At Martin Luther King Boulevard, automobile traffic is required to make a right-hand turn while bicycle traffic can continue straight. This intersection is controlled by a stop light and includes a bicycle detector loop in the through-lane for cyclists. In the residential area west of Martin Luther King, the Bicycle Boulevard treatment changes. In this section, the bicycle lanes are discontinued and replaced with large "Bicycle Boulevard" pavement stencils. Traffic calming treatments such as traffic diverters and landscaped traffic circles are also used in this section. These treatments are continued west of San Pablo Avenue as

Intersection of Martin Luther King Blvd and Channing Way
Photo: City of Berkeley

Ellsworth-Parker-Traffic Circle-City of Berkeley

Channing passes through a light-industrial area. Wayfinding signage is located along the entire corridor. Major intersections are either controlled by a stop light (Shattuck Avenue, Martin Luther King, Jr. Boulevard) or have wide median refuges to facilitate crossing (Sacramento Street, San Pablo Avenue).

5.2 RECOMMENDED BIKEWAY NETWORK PROJECTS

Most of the bikeway facility projects identified on Figure 5-2 have been categorized into specific network categories which include several individual bikeway projects that, together, form a logical route, connect a gap in the system, or are related project types. By grouping the bikeway projects into categories – rather than discrete projects – the City of Lafayette will be able to better prioritize the various improvements for implementation. Categorizing the projects will also help the City to obtain funding, as each category fills a specific need in the network. The City may still need to implement the individual projects within each category one at a time over a period of time.

A map of recommended projects is provided in **Figure 5-2**. A summary of the project categories for the Bikeways Master Plan is provided in Section 5.3. A detailed list of individual projects broken down by type of improvement and including limits and cost estimates is provided in Chapter 7.

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Figure 5-1 Proposed Bikeway Network - Front.

Figure 5-1 Proposed Bikeway Network - Back

Table 5-1: Lafayette Proposed Bikeway Network

Project Category	Project Number	Street	Start	End	Class	Miles
Downtown Mt. Diablo Bypass Route	1	Mountain View Dr/ Bickerstaff Rd/ Dewing Ave/ Brook St	Mt. Diablo Blvd	Moraga Rd	Bike Boulevard	0.65
	2	Brook Street	Mountain View Drive	Dewing Ave	3	0.26
	3	Dewing Avenue	Mt. Diablo Blvd	Bickerstaff Rd	3	0.09
	4	Golden Gate Way	Mt. Diablo Blvd	Mt. Diablo Blvd	Bike Boulevard	0.43
	5	Hough Avenue	Lafayette Cir	Brook St	Bike Boulevard	0.14
	6	Lafayette Circle	Mt. Diablo Blvd (East)	Mt. Diablo Blvd (West)	Bike Boulevard	0.31
	7	Mountain View Drive	Bickerstaff Rd	Brook St	3	0.16
	8	School Street	Moraga Rd.	Lafayette Moraga Trail	Bike Boulevard	0.30
	9	Moraga Boulevard	Moraga Road	Hawthorne Drive	3	0.96
					TOTAL	**3.30**
EBMUD Aqueduct/ Caltrans ROW Trail	10A	EBMUD Aqueduct ROW (Feasibility Study)	Walter Costa Trail	Brown Ave	1	1.93
	10B	EBMUD Aqueduct ROW (Design & Construction)	Walter Costa Trail	Brown Ave		
	10C	EBMUD Aqueduct ROW/ Caltrans ROW (Feasibility Study)	Brown Ave	Pleasant Hill Rd	1	0.81
	10D	EBMUD Aqueduct ROW/ Caltrans ROW (Feasibility Study)	Pleasant Hill Rd	Briones Regional Trail in Walnut Creek	1	0.80
					TOTAL	**3.54**
Gap Connector	11	Acalanes Road	El Nido Ranch Rd	Mt. Diablo Blvd	3	0.22
	12	El Nido Ranch Rd	Mt. Diablo Blvd	Acalanes Rd	3	0.65
	13	Exit Road	Lafayette Reservoir	Mt. Diablo Blvd	3	0.33
	14	Hidden Valley Road	West City limits	Acalanes Rd	3	0.77
	15	Moraga Road	Mt. Diablo Blvd	Old Jonas Hill Rd	3	0.76
	16	Mt. Diablo Boulevard (downtown)	Mountain View Dr	First St	Sharrows	0.62
	17	Glenside Drive North	Lafayette Moraga Trail	St. Mary's Rd.	3	0.12
	18	Mt. Diablo Boulevard (outside of downtown)	Mt. Diablo Ct	Pleasant Hill Rd	3	0.13
	19	Olympic Boulevard	Reliez Station Road	Pleasant Hill Road	2	0.26
	20A	Taylor Boulevard/ Pleasant Hill Road	Rancho View Dr (southbound) Taylor Blvd/Pleasant Hill Rd split (northbound)	Withers Ave	2	1.29
	20B	Pleasant Hill Road (northbound only)	Reliez Valley Rd	Taylor Blvd	2	0.74
	21	Withers Avenue	Reliez Valley Rd	Taylor Blvd	3	0.43
					TOTAL	**6.32**
Hidden Valley - Acalanes Road Connector	22	Arbor Way and SR 24 EB Off Ramp	Hidden Valley Rd	Acalanes Rd	1	0.24
					TOTAL	**0.24**
Buckeye Fields/Lafayette -Moraga Trail Connector	23	Off-street path	Buckeye Fields	Lafayette Moraga Trail	1	0.13
					TOTAL	**0.13**
Parallel Path Projects	24A	Path on E side of Pleasant Hill Road	Condit Road	Olympic Blvd	1	0.40
	24B	path on W side of Pleasant Hill Road	Reliez Station Rd	Olympic Blvd	1	0.21
					TOTAL	**.61**
Regional Recreation Route	25	Acalanes Road	End of bike lanes on Acalanes Rd	South City limits/ Glorietta Blvd	3	0.57
	26	Happy Valley Road	West City limits	Mt. Diablo Blvd	3	2.57
	27	Reliez Valley Road	Pleasant Hill Road	North City limits	3	2.39
	28	St. Mary's Road	Moraga Rd	South City Limits	3	3.19
	29	Upper Happy Valley Road	El Nido Ranch Rd	Happy Valley Rd	3	1.03
					TOTAL	**9.75**
School Access Routes	30	Acalanes Avenue/Nogales St	Pleasant Hill Road	Camino Diablo	3	0.29
	31	Camino Diablo - Walnut Creek	Lafayette City limits	Mt. Diablo Blvd Walnut Creek	3	0.40
	32	Camino Diablo Boulevard	Stanley Blvd	Old Tunnel Rd via SR24 overpass	3	0.78
	33	Condit Road	Reliez Station Rd	West City limits	3	0.50
	34	Kinney Dr/Boulevard Way	Lafayette/Saranap border	Boulevard Way	3	0.52
	35	Old Tunnel Road	Pleasant Hill Road	Boulevard Way in Walnut Creek	3	1.01
	36	Quandt Road	Pleasant Hill Rd	End	3	0.47
	37	Rohrer Dr/Merriewood Dr/Burton Dr/Glenside Dr S	St. Mary's Road	Lafayette-Moraga Trail	3	1.66
	38	Springhill Road	Pleasant Hill Road	City limits	3	1.31
	39	Stanley Boulevard and Springbrook Road	Pleasant Hill Road	Mt. Diablo Blvd in Walnut Creek	Bike Boulevard	1.15
	40	Hamlin Road	Moraga Road	St. Perpetua School	3	0.31
					TOTAL	**8.40**
					TOTAL	**32.29**

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5.3 BIKEWAY NETWORK PROJECT CATEGORY DESCRIPTIONS

Bikeway network project category descriptions are provided below. See section 5.3 for a description of Bikeway Project prioritization.

Downtown Mt. Diablo Bypass Route

Project Numbers 1-9

Mt. Diablo is a key east-west route across the City of Lafayette, yet the downtown section between Mountain View Drive and First Street is challenging for cyclists due to the lack of bike lanes, and the presence of parallel parking, heavy traffic and large numbers of vehicles entering and exiting retail driveways. The Downtown Mt. Diablo Bypass Route provides an alternative east-west route through downtown Lafayette. Signing provides official recognition of the route, which is already used by many cyclists. Improvements include:

Cyclist Turning off Mt. Diablo Blvd.

- **Project # 1, 2, 3, 7**. **High Priority** Study the feasibility of establishing the following streets as Bicycle Boulevards: Mountain View Drive from Mt. Diablo Blvd. to Bickerstaff Road, along Bickerstaff Road to Dewing Avenue, along Dewing Avenue to Brook Street, along Brook Street to Moraga Rd. Establish bicycle route signage along Moraga Rd. to Moraga Blvd., along Moraga Blvd. to First St. to Mt. Diablo Blvd. This route will serve as a bypass to the section of Mt. Diablo Blvd. without bike lanes. Provide bicycle route signage directing cyclists to the previously described Bicycle Boulevards along the following segments: Dewing Avenue between Mt. Diablo Blvd and Bickerstaff Road, Mountain View Drive between Bickerstaff Road and Brook Street, Brook Street between Mountain View Avenue and Dewing Avenue. Install bicycle loop detectors on Brook St., School St. and Moraga Blvd. at Moraga Rd. and adjust signal timing as necessary.
- **Project # 4, 5, 6, 8**, **Medium Priority** Consider the entire lengths of Lafayette Circle, Hough Ave, Golden Gate Way and School Street as Bicycle Boulevards. Reference Lafayette's Master Walkways Plan project description for School Street.
- **Project # 9**, **High Priority** Sign Moraga Boulevard as a Class III Bike Route from Moraga Road to the Lafayette-Moraga Trail intersection at Hawthorne Drive. This road is heavily used by cyclists as an alternative route to the parallel section of the Lafayette-Moraga Trail, particularly on weekends and evenings when the trail is heavily used by pedestrians.

EBMUD Aqueduct/Caltrans ROW Trail

Project Numbers 10A -10D

The EBMUD Aqueduct runs east-west through downtown Lafayette and parallels SR 24, BART and Mt. Diablo Blvd. before it turns northeast to cross Pleasant Hill Road and continues to the Walnut Creek border. There is currently a gravel maintenance road along much of the corridor. The City has considered a 12-

EBMUD Aqueduct Row Behind Terrace Way

foot wide, paved, non-motorized trail that would extend 1.5 miles along the Aqueduct from the Lafayette Reservoir to Brown Avenue, but recognized that a feasibility study was needed to determine how the project would cross First St. and Oak Hill and how it might address portions with steep terrain. East of Village Center near the Veterans Memorial Building, a proposal to develop the Hillside Motel into condominiums might be conditioned to develop the Aqueduct Trail along its frontage. A project on EBMUD right-of-way would need to be approved by EBMUD and would be subject to requirements specified in a lease agreement, which would be addressed in the feasibility study.

- **Project # 10A, High Priority**. Study the feasibility (opportunities and constraints) of constructing a Class I Bike Path along the EBMUD Aqueduct between the Walter Costa Trail and Brown Ave. This study may identify particular sections which may be most beneficial and practical to implement. The study should also identify opportunities and constraints to providing connections to the facility from adjoining developments and nearby streets as well as needed improvements to trail crossings at streets.

  The City foresees that the source of funding for the feasibility study would likely come from a planning grant and not a funding source intended for implementing other high priority capital projects identified in this plan. Currently the City contemplates the development of a downtown strategic plan. This feasibility study will allow the City to determine if all or portions of the Aqueduct can reasonably be used for a multi-purpose path so that it can be appropriately coordinated with the strategic plan, thus ensuring that future planning and development decisions can reflect the City's desired transportation objectives for this corridor.

- **Project #10B, Low Priority**. As appropriate based on the outcome of the feasibility study conducted as Project #10A, implement the Class I Bike Path along the EBMUD Aqueduct between the Walter Costa Trail and Brown Ave.

- **Project #10C, Low Priority**. Study the feasibility of constructing a Class I Bike Path along the Caltrans right-of-way between Brown Avenue and Pleasant Hill Road via SR 24 and the westbound on-ramp. This route would provide a less hilly alternative to bicycling the steep grade over Deer Hill Road to Pleasant Hill Road.

- **Project #10D, Low Priority.** Study the feasibility of constructing a Class I Bike Path along the EBMUD Aqueduct East of Pleasant Hill Road: This route would provide access to Acalanes High School, improve neighborhood access to Springhill Elementary School, and, if extended, would connect with the Briones Trampas Trail in Walnut Creek. The study would need to evaluate alternatives for trail crossings at streets, particularly Pleasant Hill Road.

If found to be feasible, the EBMUD Aqueduct/Caltrans ROW Trail would provide an unparalleled opportunity for improving bicycling and walking access within Lafayette and the surrounding communities. The alignment for the trail would connect the Lafayette Reservoir, the BART station, downtown Lafayette, Acalanes High School and eventually connect to the Briones-Trampas trail,

which currently ends at the border of Walnut Creek and Lafayette. The trail could also improve access to Stanley Intermediate School.

Gap Connectors

Project Numbers 11-21

The City of Lafayette has a significant number of existing bikeways. However, several segments exist as stand-alone pieces, and are not connected to each other in a network. The following "gap connectors" will connect segments of the existing bikeway network. Improvements include:

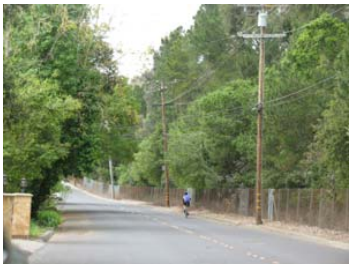
- **Projects # 11, 12, 15, 17 High Priority, Project # 13, Low Priority** Sign additional gap connectors as Class III bike routes including portions of Acalanes Road, El Nido Ranch Road, Moraga Road and Exit Road. Limits for these projects are given in **Table 5-1** above.

- **Project # 14, High Priority** Sign Hidden Valley Road as Class III Bike Route from west City limits to Acalanes Road. Consider painting wider shoulders where possible, making the vehicle lanes narrower. This route is key as it connects to an off-street bike path in Orinda along the eastbound Hidden Valley exit off of State Route 24. On the eastern end, this route connects to bike lanes that run north on Acalanes Rd. to Mt. Diablo Blvd.
- **Project # 16, High Priority** Investigate the feasibility of installing "sharrow" (shared lane arrow) pavement markings on Mt. Diablo Boulevard between Mountain View Drive and First Street. This will fill a critical gap in the bike lanes along Mt. Diablo Boulevard. Sharrows have been shown to prompt cyclist to ride out of the "door zone" and to prompt drivers to share the road with cyclists. If sharrow pavement markings are striped, a public information campaign should be launched to educate motorists and cyclists about the meaning and purpose of the new pavement markings.
- **Project # 18, High Priority** Install Class III bike route signs on Mt. Diablo Boulevard from Mt. Diablo Court to Pleasant Hill Road.
- **Project # 19, High Priority** Stencil and stripe Class II bike lanes on Olympic Boulevard between Reliez Station Road and Pleasant Hill Road. This project will complete the link from the Lafayette-Moraga Trail to the bike lanes on Olympic Blvd. and Pleasant Hill Road.
- **Project # 20A, Part 1, Low Priority** Work with the County to stripe Class II bike lanes on both sides of Taylor Boulevard, between Withers Avenue and Pleasant Hill Road. Continue the southbound-only bike lanes beginning at the Taylor Boulevard/Pleasant Hill Road split to Rancho View Dr., which may require lane narrowing to implement.
- **Project # 20B, Part 2, Low Priority** As part of a multi-jurisdictional study with the County and Walnut Creek evaluate options for bicycle facilities northbound on Pleasant Hill Road between Reliez Valley Road and the Taylor Boulevard split. Develop routing options so that northbound Pleasant Hill Road bicyclists can continue on to Taylor Boulevard.
- **Project # 21, Low Priority** Work with the County to sign Withers Avenue as a Class III bike route. This road provides a connection between Reliez Valley Road and Taylor Boulevard and eastward to the City of Pleasant Hill.

Hidden Valley Road – Acalanes Road Connector

Project Number 22

Cyclists traveling east on Hidden Valley Road travel south to Acalanes Road, turn north on Acalanes before continuing east on Mt. Diablo or north to Upper Happy Valley Road. It may be possible to construct an off-street bike path connecting Hidden Valley Road to Acalanes Road via Caltrans right-of-way along Arbor Way. This by-pass route will reduce the cycling distance by approximately 0.6 miles.



Cyclist on Hidden Valley Road

- **Project # 22, Low Priority** Study feasibility of constructing an off-street path along the Caltrans ROW from Hidden Valley Road /Arbor Way to Acalanes Road. There is currently a narrow fenced-off right of way that runs north of Arbor Way. The property owners at the eastern end of Arbor Way have fenced off the access to Caltrans' right-of-way.

Lafayette-Moraga Trail Connector to Buckeye Fields

Project Number 23

The ball fields at 711 St Mary's Road are close to the Lafayette-Moraga Trail, but there are no existing bicycle or pedestrian facilities on St. Mary's Road and no direct connection between the nearby trail and the ball fields.

Buckeye Ball Fields

- **Project #23, Low Priority** Study the feasibility of constructing a Class I bike path between Lafayette-Moraga Trail and Buckeye Fields at 711 St. Mary's road. This connection is also listed in Lafayette's Master Trails Plan.

Parallel Path Projects

Project Numbers 24A and 24B

This plan identifies the completion of the mixed use paths on both sides of Pleasant Hill Road.

- **Project # 24 A and 24B, High Priority** Complete mixed-use paths on Pleasant Hill Road between Condit Road and Olympic Boulevard.

Regional Recreation Routes

Project Numbers 25 - 29

Several roads in Lafayette are frequently used by regional cyclists on longer rides. These roads should be signed as Class III bicycle routes. As needed, improvements to sight distance and/or right-of-way control should be implemented or, alternatively, warning signs cautioning drivers to the

presence of cyclists should be placed before blind corners. Regional destination signs for cyclists should be placed at key intersections. The roads included are:

- **Projects 25-29, All High Priority** Acalanes Road (**# 25**), Happy Valley Road (**#26**), Reliez Valley Road (**#27**), St. Mary's Road (**#28**) and Upper Happy Valley Road (**#29**).

School Access Routes

Project Numbers 30-40

Many of the bikeways identified above also provide access to local schools. The following bikeways have been identified to provide access to those schools that were not already served by the previously mentioned bikeways. Some of the bikeways below also serve as regional routes.

To improve access to Acalanes High School

- **Projects #30**, **32**, and **35**, **All High Priority** Sign Acalanes Ave/Nogales St (**#30**), Camino Diablo in (**#32**), and Old Tunnel Road (**#35**) as Class III bike routes.
- **Project #31, Low Priority**, Work with the City of Walnut Creek to sign Camino Diablo as a Class III Bicycle Route.
- **Project #39, High Priority** Consider Stanley Boulevard and Springbrook Road as Bicycle Boulevards.

To improve access to the elementary schools:

- **Project #36, Low Priority** Sign Quandt Road as a Class III bike route on both the north and south ends of the connecting pathway.

Quandt Road will provide access to the western portion of the proposed EBMUD Aqueduct/Caltrans ROW Trail and Springhill School. The northern and southern sections of Quandt Road are not connected for vehicles, but there is currently a paved path between the two that is useable by cyclists.

- **Project #38, High Priority** Sign Springhill Road as a Class III Bike Route (Springhill School).
- **Projects #33 and 34, High Priority** Sign Condit Road as a Class III Bike Route. Work with the City of Walnut Creek to sign Kinney Drive and Boulevard Way as Class III Bike Routes. (White Pony-Meher School) and Saranap business district.
- **Project #37, High Priority** Sign Rohrer Drive, Merriewood Drive, Burton Drive and Glenside Drive South as Class III Bike Routes. (Burton Valley School) This route also connects to the Lafayette-Moraga Trail.
- **Project #40, High Priority** Sign Hamlin Road as a Class III Bike Route (St. Perpetua School).

5.4 BIKEWAY NETWORK PRIORITIZATON

Once a bikeway system has been identified, the greatest challenge is to identify the top priority projects that will offer the greatest benefit to bicyclists if implemented. Prioritization involves a number of factors, including: (a) cost and construction feasibility given existing traffic, safety, and environmental constraints; (b) need, benefit, and public support; (c) strength of the project as measured by specific funding criteria. For the Lafayette Bikeways Master Plan, an initial list of High Priority projects was developed based on input from citizen representatives on the Bicycle Plan Advisory Subcommittee and from City staff. The Priority project list represents a combination of both near-term projects that would be relatively inexpensive and easy to implement (e.g. neighborhood Class III routes), as well as long-term, higher cost projects that, despite possibly being years away from implementation, are considered to be extremely important components of the comprehensive bicycle network (e.g. EBMUD Aqueduct/Caltrans ROW Trail).

For the Lafayette Bikeways Master Plan, project priorities were determined by City Staff with input from the Bicycle and Pedestrian Advisory Committee and the Circulation Commission. In prioritizing the recommended bikeway projects, the following questions were asked of each segment:

Does the bikeway project:

1. Address safety issues?
2. Provide access to downtown, transit, school, and/or activity centers?
3. Fill a gap in the existing bikeway network?
4. Link to the regional bikeway network or existing bikeways and paths?

The intent of the priority list is that high priority bikeways are constructed first. Ideally, City staff should pursue grant funding or capital improvements funding for high priority bikeways first. However, if grant requirements or construction in conjunction with another roadway project make construction of a lower priority project possible, then the City should pursue funding sources for bikeway projects regardless of priority. Regardless of the priority placed upon a bikeway, it is intended that an approved bikeway be installed simultaneous to road improvements projects scheduled in the same area.

The Bikeway Master Plan and its individual projects are flexible concepts that serve as implementation guidelines. The High Priority project list, and perhaps even the overall system and segments themselves, may change over time as a result of changing bicycling patterns and implementation constraints and opportunities. The Bicycle and Pedestrian Advisory Committee and City staff in the Engineering Services Division should review the High Priority project list periodically to ensure that it reflects the most current priorities, needs, and opportunities for implementing the bikeway network in a logical and efficient manner. As projects get implemented and taken off the list, lower priority projects should be given more attention and new projects should be identified.

Table 5-2: High Priority Bikeway Projects

Project Number	Street	Start	End	Class
1	Mountain View Dr/ Bickerstaff Rd/ Dewing Ave/ Brook St	Mt. Diablo Blvd	Moraga Rd	Bike Boulevard
2	Brook Street	Mountain View Drive	Dewing Ave	3
3	Dewing Avenue	Mt. Diablo Blvd	Bickerstaff Rd	3
7	Mountain View Drive	Bickerstaff Rd	Brook St	3
9	Moraga Boulevard	Moraga Road	Hawthorne Drive	3
10A	EBMUD Aqueduct ROW (Feasibility Study)	Walter Costa Trail	Brown Ave	1
11	Acalanes Road	El Nido Ranch Rd	Mt. Diablo Blvd	3
12	El Nido Ranch Rd	Mt. Diablo Blvd	Acalanes Rd	3
14	Hidden Valley Road	West City Limits	Acalanes Rd	3
15	Moraga Road	Mt. Diablo Blvd	Old Jonas Hill Rd	3
16	Mt. Diablo Boulevard (downtown)	Mountain View Dr	First St	Sharrows
17	Glenside Drive North	Lafayette Moraga Trail	St. Mary's Road	3
18	Mt. Diablo Boulevard (outside of downtown)	Mt. Diablo Ct	Pleasant Hill Rd	3
19	Olympic Boulevard	Reliez Station Rd	Pleasant Hill Road	2
24A	Path on East Side of Pleasant Hill Rd	Condit Rd	Olympic Blvd	1
24B	Path on West Side of Pleasant Hill Rd	Reliez Station Road	Olympic Blvd	1
25	Acalanes Road	Hidden Valley Rd	South city limits	3
26	Happy Valley Road	Deer Hill Road	Mt. Diablo Blvd	3
27	Reliez Valley Road	Pleasant Hill Road	North city limits	3
28	St. Mary's Road	Moraga Rd	South City Limits	3
29	Upper Happy Valley Road	El Nido Ranch Rd	Happy Valley Rd	3
30	Acalanes Avenue/Nogales St	Pleasant Hill Road	Camino Diablo	3
32	Camino Diablo Boulevard	Stanley Blvd	Old Tunnel Rd via SR24 overpass	3
33	Condit Road	Reliez Station Rd	west City limits	3
34	Kinney Dr/Boulevard Way	Lafayette/Saranap border	Boulevard Way	3
35	Old Tunnel Road	Pleasant Hill Road	City Limits	3
37	Rohrer Dr/Merriewood Dr/Burton Dr	St. Mary's Road	Lafayette-Moraga Trail	3
38	Springhill Road	Pleasant Hill Road	City Limits	3
39	Stanley Boulevard and Springbrook Rd	Pleasant Hill Road	Mt. Diablo Blvd in Walnut Creek	Bike Boulevard
40	Hamlin Road	Moraga Road	St. Perpetua School	3

Note: Class 1 refers to off-street bike paths, Class 2 refers to on-street bike lanes and Class 3 refers to on-street, signed bike routes.

Table 5-3: Medium Priority Bikeway Projects

Project Number	Street	Start	End	Class
4	Golden Gate Way	Mt. Diablo Blvd	Mt. Diablo Blvd	Bike Boulevard
5	Hough Avenue	Lafayette Cir	Brook St	Bike Boulevard
6	Lafayette Circle	Mt. Diablo Blvd (East)	Mt. Diablo Blvd (West)	Bike Boulevard
8	School Street	Moraga Rd	Lafayette Moraga Trail	Bike Boulevard

Note: Class 1 refers to off-street bike paths, Class 2 refers to on-street bike lanes and Class 3 refers to on-street, signed bike routes.

Table 5-4: Low Priority Bikeway Projects

Project Number	Street	Start	End	Class
10B	EBMUD Aqueduct/ Caltrans ROW (Design & Construction)	Walter Costa Trail	Brown Ave	1
10C	EBMUD Aqueduct/ Caltrans ROW (Feasibility Study)	Brown Ave	Pleasant Hill Rd	1
10D	EBMUD Aqueduct/ Caltrans ROW (Feasibility Study)	Pleasant Hill Rd	Briones Regional Trail in Walnut Creek	1
13	Exit Road (Lafayette Reservoir)	Lafayette Reservoir	Mt. Diablo Blvd	3
20	Taylor Boulevard/Pleasant Hill Road	Rancho View Dr	Withers Ave	2
21	Withers Avenue	Reliez Valley Rd	Taylor Blvd	3
22	Arbor Way and SR 24 EB Off Ramp	Hidden Valley Rd	Acalanes Rd	1
23	Off-street path	Buckeye Fields	Lafayette-Moraga Trail	1
31	Camino Diablo - Walnut Creek	Lafayette City limits	Mt. Diablo Blvd Walnut Creek	3
36	Quandt Road	Pleasant Hill Rd	End	3

Note: Class 1 refers to off-street bike paths, Class 2 refers to on-street bike lanes and Class 3 refers to on-street, signed bike routes.

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