

6. RECOMMENDED SUPPORTING PROGRAMS AND FACILITIES

Support programs and facilities are important components of a bicycle transportation system. Bikeway facilities alone are not sufficient to increase cycling. The cycling environment can be improved by providing cyclists places to store their bicycles, showering and changing facilities at work, bicycle racks on buses, directional signage intended for cyclists, route maps, and educational and encouragement programs. Programs such as bikeway management and maintenance, and promotional and educational programs can improve safety and convenience for cyclists, and help to create the cultural shift that is necessary to increase bicycling.

The City of Lafayette is a limited services city with a narrowly defined mission statement and a limited staff to provide only the very basic services related to police, planning and public works. As such, some recommendations that follow assume ideal funding and staffing availability that may never become available. Necessarily, these recommendations may need to be addressed by volunteer efforts; such is the tradition in this community. Absent volunteer efforts, it is recognized that the implementation of these items may only be a very long-term goal, notwithstanding any apparent “high” priority indicated.

Proposed supporting actions, facilities and programs have been numbered sequentially. Priority level and responsible party have been suggested for the recommended items below.

PLAN FOR THE NEEDS OF BICYCLISTS

In order to effectively provide for the needs of bicyclists, a variety of planning activities are needed including acquiring funding, coordinating efforts and evaluating progress on implementing the plan.

P-1. Anticipate Bicycle Needs in Transportation Planning Functions

Priority: High

Responsible Party: Engineering.

Specific planning activities include:

- Seeking funding and implementing identified bikeways projects where feasible, as opportunities and constraints allow.
- Requiring traffic studies for major developments to include pedestrian and bicycle counts in addition to vehicle traffic counts so that trends and usage may be monitored, evaluated, and appropriate facilities planned and/or implemented to meet user needs.

6. Recommended Supporting Programs and Facilities

- Reviewing bicycle-related Capital Improvement Program projects with the City of Lafayette’s Bicycle and Pedestrian Advisory Committee and the Circulation Commission to assure appropriate bicycle and pedestrian needs are included.
- Incorporating bikeways into the design and construction of public and private roadway improvements, within reasonable constraints and opportunities of the work, wherever required, to be consistent with the Bikeways Master Plan network and current Caltrans bikeways design standards.
- Continuing to participate in appropriate local and regional forums such as the Contra Costa County Transportation Authority regarding regional bicycle planning issues to ensure connectivity and consistency in bikeways facility design.
- Incorporating the bikeways identified in the adopted Lafayette Bikeways Master Plan into the CCTA’s Countywide Bicycle and Pedestrian Plan and MTC’s Regional Bicycle Plan, to ensure proper linkages and maximum coordination in funding and implementation.
- Coordinating the development and implementation of the Lafayette Bikeways Master Plan with the Lafayette Trails Master Plan and the Lafayette Walkways Master Plan.
- Updating the Lafayette Bikeways Master Plan periodically and at a minimum as required by Caltrans to reflect new policies and/or requirements for bicycle funding.

SIGNING AND STRIPING

Implementing a well-designed, attractive, and functional system of network signage greatly enhances bikeway facilities by promoting their presence to both potential and existing users. Signage was indicated as an area of needed improvement by the Bicycle and Pedestrian Advisory Committee, with specific emphasis given to improving signage to the Lafayette-Moraga Trail, guiding bicyclists through the City, and providing guide signage at key locations on the Lafayette-Moraga Trail that directs cyclists to downtown Lafayette shopping and amenities.

Recommendations

P-2. Designated Bikeway Signs

Priority: High

Responsible Party: Engineering and Public Works

The installation of bikeway signs on all designated bicycle facilities is important to heighten motorist awareness and help cyclists find their way. Installing signage is something that can be implemented easily compared to major striping revisions or bike path construction and should be implemented as in the near term.

All bikeway signing on public roadways in Lafayette should conform to the signing identified in the Caltrans Traffic Manual and/or the Manual on Uniform Traffic Control Devices (MUTCD). These

documents give specific information on the type and location of signing for bicycle facilities in the State of California.

P-3. Educational Signage

Priority: Medium

Responsible Party: Engineering and Public Works

The City may want to consider additional signage on routes with high levels of wrong-way riding. In 1998 the City of Walnut Creek noticed a high number of accidents caused by cyclists riding the wrong way on the sidewalk next to Ygnacio Valley Road. (Cyclists are allowed to use the sidewalk along this road.) Using funds from an Office of Traffic Safety Grant, the City of Walnut Creek installed wrong-way signs on the back of the signs that permitted the cyclists to use the sidewalk. The City cites the sign installation for the subsequent decrease in accidents. The City of Lafayette may want to consider installing similar signs on bikeways where wrong-way riding occurs (e.g. the section of Taylor Boulevard that only has southbound lanes and on Mt. Diablo Boulevard.)



Wrong-Way Signs in Walnut Creek

P-4. Wayfinding Signage

Priority: High

Responsible Party BPAC, Circulation Commission, Engineering, Public Works and Planning (DSIMPIC)

Wayfinding signage can enhance a bikeway network by providing bicyclists directional assistance to facilities and significant local and regional destinations. It is recommended that the City of Lafayette judiciously install a system of signs based on the completed bikeways network to assist bicyclists in navigating through the City and reaching their destination. The City should coordinate installation with County signage plans to ensure judicious and consistent implementation. This signage program would work as a map on the street by identifying designated routes connecting to key destinations in Lafayette and the region. The signage should also include mileage information. For example, a wayfinding sign on Mt. Diablo Boulevard may direct a bicyclist to the BART station, to the Lafayette-Moraga Trail or other connecting bikeways. The City may wish to undertake these signage improvements in conjunction with recommendation P-2. Designated Bikeways Signs.

P-5. Information and Support Kiosks

Priority: Medium

Responsible Party: BPAC, Circulation Commission, Engineering, Public Works and Planning (DSIMPIC), EBRPD

The City of Lafayette should identify gateway locations for bicyclists and major bicycling network intersections where bicycling system maps and other support facilities may be found. For example, the Lafayette-Moraga Trail Staging Area at Olympic Blvd., Lafayette-Moraga Trail at School St./Topper Lane and the Lafayette BART station. The City should initiate an EBRPD project to install signage and information kiosks promoting norms for behavioral courtesy and providing direction to Lafayette destinations near the Lafayette-Moraga trail.

6. Recommended Supporting Programs and Facilities

P-6. Spot Signage Improvements

Priority: High

Responsible Party: BPAC, Engineering, Public Works

Some locations on the designated bicycle network would benefit from spot signage improvements to direct cyclists to recommended routes and alert cyclists of approaching conditions. For example, cyclists traveling south on Moraga Road toward Moraga may be tempted to continue south on Moraga Road toward Moraga, however the best cycling option is to use St. Mary’s Road. It would be appropriate to place a sign at the intersection of St. Mary’s Road and Moraga Road stating that the through route continues via St. Mary’s Road. and the southbound facility ends. Similarly, on northbound Pleasant Hill Rd., it would be appropriate to place a sign at Reliez Valley Road directing northbound riders to use Reliez Valley Road. as Pleasant Hill Road. and Taylor Boulevard. do not connect with bicycle facilities.

**Table 6-1
City of Lafayette Proposed Signage Improvements**

Location	Description
Lafayette-Moraga Trail and School Street	Information kiosk and destination signage (downtown Lafayette)
Lafayette-Moraga Trail and Olympic Blvd	Work with city of Walnut Creek to establish bike route signage from Lafayette-Moraga Trail to Iron Horse Trail in Walnut Creek
Lafayette-Moraga Trail and Olympic Blvd	Information kiosk and destination signage
Lafayette BART Station	Information kiosk and destination signage
Acalanes Road bike lanes south of Mt. Diablo Blvd	Replace “Bike Route” signs with “Bike Lane” signs
Mt. Diablo Blvd Bike Lanes	Replace “Bike Route” signs with “Bike Lane” Signs on Westbound Mt. Diablo east of First Street
St. Mary’s Road and Moraga Road	Install directional signage on southbound Moraga Rd. indicating that cyclists should use St. Mary’s Road to travel to the Town of Moraga
Pleasant Hill Road and Reliez Valley Road	Install directional signage recommending that northbound cyclists use Reliez Valley Road

INTERSECTION AND BIKEWAY SPOT IMPROVEMENT PROGRAM

The City should ensure that a mechanism exists to evaluate the bikeway network, to alleviate potential hazards and to improve conditions for bicyclists at specific intersections and locations. Training should be provided, if necessary, to ensure that Public Works crews and Engineering staff recognizes bicycle hazards such as:

- Improperly designed or placed drainage grates
- Cracks or seams in the pavement
- Overhanging tree limbs or other obstacles located along bikeways
- Areas where lane changes are difficult (e.g., bike lane to left turn pocket)
- Signal timing problems (e.g. green phase too short for bicyclist to cross intersection)

- Locations where vehicular traffic congestion blocks bike facilities on a regular basis
- Thermoplastic striping can create a slippery surface for bicyclists

P-7. Periodically Analyze Bicycle Accident Data

Priority: Medium

Responsible Party: Engineering and Police

The City should evaluate bicycle accident data, e.g. Statewide Integrated Traffic Records System (SWITRS), on an as needed basis to determine if any specific intersection locations appear to have higher accident rates that could be due to design problems. Conducting pilot projects for specific intersection locations can be an effective way to test innovative intersection treatments that may improve safety for cyclists. The City should consider incorporating this into bicycle planning efforts in order to improve safety throughout the bicycle network.

Specific intersection locations that have been identified for improvement are listed in **Table 6-2** below. Additional intersections should be prioritized for improvement as they are identified through the Public Works hotline, reports from maintenance crews, Circulation Commission, Bicycle and Pedestrian Advisory Committee, Engineering staff and the recommended annual evaluation of bicycle accident data.

P-8. Utilize the BPAC to Identify Problem Locations

Priority: On-going

Responsible Party: Engineering and BPAC

As regular users of Lafayette's bicycle network, members of the BPAC are in a unique position to highlight areas of concern that the City may be unaware of. BPAC should regularly discuss bicycle safety problem locations and specific unsafe behavior and share the results with the City for possible targeted police enforcement or staff review.

6. Recommended Supporting Programs and Facilities

Table 6-2 City of Lafayette Proposed Intersection Improvements

Intersection	Problem	Responsible Agency	Description
On- and Off- Ramps for SR-24 at Deer Hill Road and at Pleasant Hill Road	Conflicts between merging traffic and cyclists	Caltrans/ Lafayette	Improve signage and striping at Deer Hill Road and SR-24 On Ramp, DHR and First Street. Realign existing bicycle lanes at Pleasant Hill Road and SR-24
Pleasant Hill Road and Reliez Valley Road	Difficult for northbound cyclists to make left turn from PHR to Reliez Valley Road	Walnut Creek/ Lafayette	Conduct a multi-jurisdictional (County, Walnut Creek and Lafayette) feasibility study to consider how to link northbound Pleasant Hill Rd. to Taylor Blvd.
Acalanes Road and SR 24 on/off ramps (Between Mt. Diablo Blvd. and El Nido Ranch Rd.)	Conflicts between merging traffic and cyclists	Caltrans/ Lafayette	Improve bicycle-motorist interactions by installing bicycle warning signs and studying the feasibility of striping bike lanes
Mt. Diablo Blvd at El Nido Ranch Rd	Confusing striping	Lafayette	Restripe westbound bike lanes on Mt. Diablo to dashed lines to indicate to vehicles that bicycles may continue west rather than turn north on El Nido Ranch Rd
School St./Brook St./Moraga Rd. east-west crossing	Challenging street crossing. BDL on Brook does not detect cyclists	Lafayette	Improve east-west crossing via striping and signage Ensure bicycle detector loop works Install BLD westbound School Street
Moraga Blvd at Moraga Rd.	BDL does not detect cyclists	Lafayette	Install bicycle detector loop
Lafayette-Moraga Trail and School Street	Need improved transition	Lafayette/ EBRPD	Improve access from trail to school and vice versa, using directional signage and pavement markings
Lafayette-Moraga Trail crossings at S. Lucille, Glenside Dr S, Broadmoor Ct, Las Huertas Rd, Hawthorne Dr	Challenging street crossing	Lafayette/ EBRBD	Improve trail crossing and signage
Lafayette-Moraga Trail and Foye Drive	Challenging street crossing and lack of signage to trail	Lafayette/ EBRPD	Improve trail crossing and add directional signage on Foye directing cyclists to Moraga Blvd
Lafayette-Moraga Trail Access at Community Center Driveway to Florence Dr.	Challenging street crossing, lack of directional signage	Lafayette/ EBRPD	Improve trail crossing Add directional signage on trail to Community Center and at Community Center to Trail

Note: EBRPD = East Bay Regional Parks District, BLD = Bicycle Loop Detector

BICYCLE SIGNAL DETECTION

The City of Lafayette uses Bicycle Loop Detectors at new traffic signals or when replacing old loop detectors at signalized intersections to allow cyclists to trigger a traffic light. The following recommendations are intended to improve the City's existing bicycle detection loop program.

Recommendations

P-9. Regularly Calibrate Bicycle Loop Detectors

Priority: Medium

Responsible Party: Public Works

While bicycle detector loops facilitate faster and more convenient bicycle trips, if they aren't calibrated properly, or stop functioning, they can frustrate cyclists waiting for signals to change, unaware that the loop is not working. The City should ensure that all bicycle loops are tested and are calibrated and operable as part of routine signal maintenance.

P-10. Apply Pavement Stenciling Above Bicycle Loop Detectors Where Service Must be Actuated by Detection

Priority: High, to be coordinated with striping maintenance and resurfacing

Responsible Party: Public Works and Engineering

At some signalized intersections, vehicles (motorized and bicycles) need to trigger loop detectors in order to activate a green light. Since most bicyclists, as well as other motorists, do not know how loop detectors work, it may be necessary at some locations to mark a pavement stencil that shows cyclists where to stop to activate the loop. Educational materials distributed by the City should describe how to activate bicycle loop detectors. Stencils should be repainted when needed. As opportunities arise, loop detector stencils should be installed in coordination with striping maintenance or resurfacing projects.

Standard bicycle detection markings should be applied in the center of the appropriate lane for all bicycle loop locations to show cyclists the best place to wait. (For inductive detection this implies that the loop must sense bicycles in its center). As part of the loop detector testing program, the City should ensure that the markings are placed in the proper location above the detector. The State standard bicycle detection marking appears on Caltrans Standard Plan A24C.

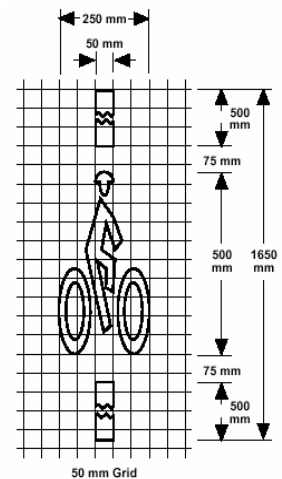


Figure 6-1: Caltrans Standard Plan A24C bicycle detection marking

6. Recommended Supporting Programs and Facilities

P-11. Continue Policy of Installing Bicycle Loop Detectors at Signalized Intersections

Priority: High

Responsible Party: Engineering

The City should continue its practice of installing and marking bicycle loop detector's at intersections during construction of all Capital Improvement Program projects within reasonable opportunities and constraints. Marking should be done for movements where service requires actuation by loops. For new installation it is recommended that the City use Type D for lead loops in all lanes except bike lanes, where a narrow Type C may be appropriate. Details of saw cuts and winding patterns for inductive detector loop types appear on Caltrans Standard Detail ES5B. Loop types B (5' square diamond), C (quadruple), D (diagonal-slashed), Q (figure-8) and modified Type E (circle with a slash) can reliably detect bicycles across their full width. Type D loop is preferred as it has a good, fairly uniform response to bicycles across its area. Types A (6' square) and E (unmodified circle) are not bike-sensitive in their center.



Bicycle Loop Detector Stencil on Mount Diablo Blvd

P-12. Consider Alternative Detection Methods

Priority: Low

Responsible Party: Engineering

In-pavement loop detectors cannot detect bicycles constructed of non-metal components. With the increasing popularity of non-metal bicycles (i.e. carbon-fiber), Lafayette may want to consider installing video image detection at signalized intersections that are heavily used by cyclists, within reasonable opportunities and constraints. Video image detection should sense bicycles in all approach lanes and also on the left side of right-turn channelization islands. Some video systems can estimate approach speed, and this capability could be used to extend the green time for slow objects assumed to be bicycles. Video detectors initially cost many times more than loop detectors, but have several long-term advantages. They do not need to be permanently placed in the pavement, thus they can be moved as the need warrants, and they do not need to be replaced when the pavement is resurfaced. Long term maintenance costs can be less than loop detectors, as well.

Further evaluation of expenditures related to maintaining loop detectors would be needed to determine if video detection were a financially viable alternative. Given the high initial costs of implementing such a system, the City would likely only switch to video detection as part of an upgrade process to video detection for all of the City's traffic signals. At that time video detection of bicycles would likely have significantly lower incremental start-up costs.

BICYCLE PARKING AND END-OF-TRIP FACILITIES

Bicycle parking includes bike racks, covered lockers, and corrals. Essential end-of-trip facilities include showers and changing rooms.

Recommendations

P-13. Increase Public Bicycle Parking

Priority: Medium

Responsible Party: Engineering.

Bike racks and lockers should be provided at public destinations, including park-and-ride lots, major bus stops, the Community Center, Lafayette Library, parks, and schools. All bicycle parking should be in a safe, secure, and covered area (if possible). Large property owners, developers and employers should be encouraged to provide secure indoor parking, covered bicycle corrals, or bicycle lockers. Bicycle parking on sidewalks in commercial areas should be increased according to specific design criteria, reviewed by merchants, appropriate City review bodies, and staff, and installed as demand warrants. Residents or merchants should use the City's existing Transportation Action Request form to request bicycle parking facilities on city-owned or maintained property.

As a general rule, inverted 'U' type or post-and-loop racks bolted into the sidewalk are preferred.

Specific locations identified as planned, needing additional or improved bicycle parking include:

- Community Center needs improved bike parking. Provide inverted U-type or post-and-loop racks in well-lit area close to large meeting rooms and offices.
- Buckeye Fields, Brook Street Park, Leigh Creekside Park, and Lafayette Community Park need bicycle racks.
- The southern entrance to the BART station should have bicycle lockers.
- Lafayette City Offices, main entrance.
- Lafayette Library and Learning Center will provide covered parking for twenty bicycles.
- Lafayette-Moraga Trail staging areas at Olympic Blvd. needs improved bicycle parking. In addition installation of a water fountain and restrooms should be considered at this location.

P-14. Adopt Bicycle Parking Requirements

Priority: High

Responsible Party: Engineering and Planning

Incorporate into the future redevelopment plans for the downtown detailed bicycle parking requirements, such as secure on-site bicycle parking be included in all new commercial, office and multi-family development projects and new parks and community buildings in the Lafayette. Requirements for quantity and type of parking would vary based on the size and type of the proposed development.

6. Recommended Supporting Programs and Facilities

A handful of Cities in Contra Costa County have basic bicycle parking requirements. The City of Walnut Creek requires commercial developments and community centers to provide bicycle parking at the rate of 10% of automobile parking spaces. Pleasant Hill requires parking in commercial developments at the rate of 2% of automobile parking, with a minimum of one bicycle parking space per development.

In 2004, bicycle parking requirements were developed for the unincorporated community of Rodeo by the Contra Costa County Redevelopment Agency. The guidelines require a minimum of four bicycle parking spaces (or 5% of car spaces if over 100 car spaces are provided) for mixed use, commercial, office, light industrial, and multi-family developments. The guidelines also provide recommendations and diagrams for locating and spacing bicycle parking.

P-15. Encourage Provision of End of Trip Support Facilities

Priority: Medium

Responsible Party: Planning

Several cities have requirements for shower and locker facilities in new and reconstructed developments. The model planning ordinance for the City of San Francisco requires, for example, that new industrial and commercial developments over 10,000 gross square feet in floor area must provide at least one shower and two clothes lockers. Consider including in future redevelopment plans for the downtown guidelines for including bicycle end of trip support facilities in new developments as appropriate such as: secure bicycle parking, drinking fountains, bathrooms, showers, lockers and changing rooms and signage to direct people to them. Requirements would vary based on the size and type of the proposed development.

P-16. Encourage Valet Bike Parking at Public Events

Priority: Medium

Responsible Party: EBBC or BPAC, (Engineering, if permit needed)

Where permit approval process affords the opportunity, consider on a case-by-case basis how organizers of civic events could be required to encourage bicycle use by providing amenities such as valet bicycle parking and/or announcements in event promotions and/or advertising. Encourage the East Bay Bicycle Coalition or the BPAC to provide convenient secure bicycle corrals at all large public events to encourage residents and visitors to bicycle rather than drive. Secure bicycle parking would be especially appropriate for events that include road closures, such as the Lafayette Art and Wine Festival and the Lafayette Criterion. The corral could be co-sponsored by the City or the City may identify an agency or organization that would be an appropriate sponsor. Volunteers could be used to staff the corral during the events.

The East Bay Bicycle Coalition provides volunteer-staffed bicycle parking at events in the East Bay. Their valet parking system works much like a coat check: the cyclist gives their bicycle to the attendant, who tags the bicycle with a number and gives the cyclist a claim stub. When the cyclist returns to get their bicycle, they present the claim stub and the attendant retrieves their bicycle for them. Locks are not needed.

MAINTENANCE

Lafayette’s bikeways should be regularly maintained. Some tasks, such as repairing damaged and potholed roadway surfaces, clearing plant overgrowth and regular sweeping are associated with routine roadway maintenance. However, additional care and attention should be taken to ensure bikeways are included in the maintenance. For example, street sweeping activities should include the bike lane and not transfer debris out of the roadway and into the bicycle lane. Other maintenance activities are bikeway specific, and include restriping lanes, repainting stencils and replacing signs. The typical maintenance program for bicycle facilities is provided in **Table 6-3**.

Table 6-3 Standard Maintenance Needs for Bicycle Facilities

Item	Frequency
Pavement Maintenance	
Path pavement marking replacement	
Thermoplastic, preferred	10 years
Paint	2-3 years
On-Street pavement marking replacement	
Thermoplastic, preferred	10 years
Paint	2-3 years
Pavement sealing	
Asphalt	30-40 years
Concrete	5-15 years
Potholes, crack filling, tree root repair	As needed
Pavement sweeping	
On-street bike lanes	Varies by location – Weekly or Monthly
Paths	Bi-Annually
Vegetation Maintenance	
Shoulder mowing and weed removal	Bi-Annual – Fall/Spring
Planted tree, shrub, & grass trimming/fertilization	5 months-1 year
Pruning to maintain vertical clearance	1-4 years
Remove fallen trees	As needed
Weed control	Monthly
Irrigate/water plants (hand watering)	Weekly (minimum) or as required during establishment growth period
Structures and Miscellaneous Facilities Maintenance	
Trash disposal	As needed, twice a week
Graffiti removal	As needed, weekly
Restroom cleaning/repair	Weekly
Maintain furniture	As needed, 1 year
Sign repair replacement	As needed, 10 years
Fencing repair/replacement	As needed, 20 years
Maintain irrigation lines/replace sprinklers	Annually
Inspect irrigation line systems	Annually
Inspect bridge abutments and structures	Annually
Clean drainage system	Annually

Source: City of Lafayette, 2006

6. Recommended Supporting Programs and Facilities

The Lafayette-Moraga Trail and the Lafayette Reservoir are examples of two significant components of Lafayette's bicycle network, yet neither is under the jurisdiction of the City. Due to its central location, a variety of public agencies are responsible for maintaining property and/or facilities within the City's boundaries. Caltrans, BART, East Bay Municipal Utility District and East Bay Regional Park District all own or control large land holdings that play or could play a critical role in bicycle mobility in the community. Cross-jurisdictional communication of maintenance and facility needs is desirable in order to provide bicyclists with a usable, seamless bicycling network.

Recommendations

P-17. Assess Future Funding Needs for Maintaining Bicycle Facilities

Priority: Medium

Responsible Party: Public Works

Bikeways are an integral part of Lafayette's transportation network, and maintenance of the bikeway network should be part of the ongoing maintenance program for all city transportation facilities. As such, bikeway network maintenance should receive an appropriate allocation of the City's transportation maintenance funds. While most on-street bicycle facilities are maintained as part of the City's on-going Streets Maintenance Program (striping, sign replacement, sweeping) and the Capital Improvement Program (resurfacing and reconstructing), there remains portions of the bikeway network that must be fully inventoried in order to plan for existing and future maintenance needs.

Recommendations

P-18. Implement Non-Removal Policy

Priority: High

Responsible Party: Engineering and Planning

Once a bikeway facility is established, cyclists make route choices, and even job and home choices based on the existence of that facility. It is therefore important to ensure that bicycle facilities remain in place.

The City should implement a policy stating that existing bikeway facilities will not be removed without consideration of alternatives. For example, Class II bike lane facilities should not be permanently removed at a future date to increase motor vehicle capacity without a thorough study analyzing the alternatives.

BICYCLE AND BIKEWAY SECURITY

Traffic laws, including bicycle-specific laws, are enforced by the Contra Costa County Sheriff's Department, through a contract with the City of Lafayette's Police Services Division. The level of enforcement depends on the availability of officers and assigned priorities.

Recommendations

P-19. Continue to work with Enforcement Agencies

Priority: Medium

Responsible Party: Police, EBRPD

The City of Lafayette should continue to work with the Contra Costa County Sheriff's Department and EBRP District to promote the enforcement of applicable laws to support safety for all travelers both on on-street and off-street facilities. The City and Sheriff's Department should continue to enforce vehicle code violations and safety issues such as wrong-way riding. Investigate the feasibility of the Lafayette Police Department issuing tickets to bicyclists and motorized vehicle drivers for certain unsafe behavior.

P-20. Increase Safety and Security through Proper Design and Maintenance

Priority: High

Responsible Party: Engineering

The following recommendations emphasize safety and security through design and maintenance efforts. These actions should be incorporated into the planning and development process of all bicycle facilities.

- Adhere to the established design, operation, and maintenance standards presented in Chapter 1000 of the Caltrans Design Manual and Chapter 9 of the MUTCD and the 2003 MUTCD California Supplement.
- Supplement these standards with the sound judgment of professional planners, public safety officials and engineers.
- Maintain adequate recording and response mechanisms for reported safety and maintenance problems.
- Work with Contra Costa County Sheriff's Department and EBRPD to ensure patrols of bikeways and bike paths are sufficient and are scheduled for times when the facility sees peak use.
- Promote measures to reduce bicycle theft such as a registration program, subsidized locks, and training for proper locking techniques.
- Review reported bicycle accidents within the City of Lafayette. Respond to accident investigations with appropriate design or operation improvements and enforcement as needed.

EDUCATION INITIATIVES

Statewide trends show that the lack of education for bicyclists, especially younger students, continues to be a leading cause of collisions. Bicycle behaviors that seem to be safe, such as wrong-way riding and riding at high speeds on sidewalks, are actually not. With education, cyclists can be taught the safest way to ride, how to check their equipment, and the importance of wearing a helmet and reflective clothing.

6. Recommended Supporting Programs and Facilities

Most education and encouragement programs and activities will likely be cooperative efforts between the City of Lafayette, the Contra Costa Sheriff's Department, local school districts, Contra Costa County, and local bicycle groups such as the East Bay Bicycle Coalition.

Recommendations

P-21. Continue and Expand Existing Education Initiatives

Medium Priority

Responsible Party: BPAC

Continue existing school education initiatives conducted by BPAC such as promoting Walk and Roll to School Day and Bicycle Rodeos. The BPAC may wish to investigate the effectiveness bicycle flags and possible funding sources for distributing bicycle flags to riders with trailers, tandems or small bicycles.

For adult education, the BPAC should publicize local adult bicycle education and safety programs, such as the League of American Bicyclists courses. Consider working with the Parks, Recreation and Trails Department to offer a bicycle training course. Consider partnering with other local jurisdictions, such as the City of Walnut Creek, that already have adult education programs in place. Alternatively, the City could investigate the possibility of offering bicycling safety courses through the Parks, Recreation and Trails Department using existing curriculum such as the League of American Bicyclists courses, Contra Costa County's Safe Cycling in Contra Costa pamphlet, and/or EBRPD bicycle safety and education programs.

The BPAC may utilize the City's existing outreach measures by

- Updating the content on the City's web site to better promote bicycling, its benefits and appropriate behavior and norms.
- Annually publishing in Vistas, the City's newsletter, an article on appropriate shared-use behaviors for all roadway users.

P-22. Work with Schools to Promote Bicycle Safety

Priority: Medium

Responsible Party: BPAC and Schools

Using existing educational materials, BPAC should support schools in providing and distributing information to parents and students, such as the BPAC's previous work with its "For Your Child's Safety: Safety tips for biking, walking or taking the bus". Bicycle helmet subsidy programs are available in California and should be used to provide low-cost approved helmets for all student (K-12) bicyclists.

P-23. Bicycle Patrol Unit

Priority: Low

Responsible Party: Police

The Lafayette Police Department should continue its Bicycle Patrol Unit during the summer months as staffing resources permit. Bicycles are an excellent community policing tool, as officers on bikes are often viewed as more approachable, thus improving trust and relations between the citizens and police. Bicycle officers can work closely with citizens and other departments to address concerns before they become problems. In addition to the community policing benefits, bicycle officers can have a direct impact on bicycle safety by enforcing bicycle traffic laws (e.g. wrong-way riding, sidewalk riding, obeying traffic controls, children wearing helmets), and providing bicycle safety education.

ENCOURAGEMENT INITIATIVES

Encouragement programs are vital to the success of the Bikeway Master Plan. Encouragement programs work to get more people out of their cars and on bicycles which will help to reduce traffic congestion and air pollution, as well as improve the quality of life in Lafayette. However, without community support, the City lacks the resources that are needed to ensure the success of encouragement programs over time. While the City of Lafayette's Engineering Services Division may be responsible for designing and constructing physical improvements, strategies for community involvement will be important to ensure broad-based support. This translates into political support to help secure financial resources. Involvement by the private sector in raising awareness of the benefits of bicycling can range from small incremental activities by non-profit groups, to efforts by the largest employers in the City. Specific programs are described below.

Recommendations

P-24. Utilize Existing Transportation Demand Management Program to Promote Bicycling

Priority: Low

Responsible Party: Engineering and Planning

Through the City's current Transportation Demand Management Program, facilitate the development of employer incentive and education programs to encourage employees to bicycle to work. The City should utilize its TDM Coordinator contract via the Contra Costa Transportation Authority to distribute educational and promotional information to Lafayette employers and schools to encourage bicycling. The City may require new development to provide information, incentives and bicycle support facilities for employees and customers utilizing the existing TDM ordinance and through the development review process and special conditions of development.

P-25. Develop Utilitarian and Recreational Trip Incentives

Priority: Low

Responsible Party: BPAC and Chamber of Commerce

As part of a future work program, the BPAC in conjunction with the Chamber of Commerce should develop and implement encouragement programs for utilitarian and recreational purposes. Local

6. Recommended Supporting Programs and Facilities

businesses such as video stores and cafes should be involved to encourage customers to use bicycles for their trips. Such efforts may include:

- Creating promotional events such as “Bicycle to the Grocery Store” days, when cyclists get vouchers for, or discounts on items in the store, or “bicycle to the video store” days, when cyclists receive free popcorn or a discount on a movie rental.
- Holding an annual community event to encourage residents to replace one car trip a week with a bicycle trip.
- Developing, promoting and publicizing bicycle commuter services, such as bike shops selling commute gear, bike-on-transit policies, and regular escorted commute rides.
- Creating an annual commuter challenge for area businesses.
- Supporting the planning and implementation of an annual bicycling ride in Lafayette to attract new riders, showcase the City, and demonstrate the benefits of bicycling.
- Develop and implement a public education campaign to encourage bicycling, such as banners along the Mt. Diablo Blvd. center median.
- Host tours of bikeways to encourage use of bikeways.

P-26. Continue to Host Bike Fairs and Races

Priority: Medium

Responsible Party: BPAC

Hosting bike fairs and races in Lafayette can raise the profile of bicycling in the area and provide entertainment for all ages at the same time. Bike fairs and races, similar to the Lafayette Criterium currently hosted by the City provide an opportunity to educate and encourage current and potential bicyclists. These events can also bring visitors to Lafayette that may contribute to the local economy. The City should continue hosting bicycle events such as the Lafayette Criterium and the Tour of California, and should consider welcoming new events when requested.

P-27. Produce Bicycle Facilities Map

Priority: High

Responsible Party: BPAC, Engineering, Chamber

Producing a map of existing bicycle facilities is the primary tool for showing bicyclists all the designated bikeways in Lafayette. The Bicycle Map should clearly show the type of existing facility (path, lane, or route) as well as include basic safety information. The map should also show significant destinations, the location of bicycle parking facilities, public bathrooms, water fountains, transit stops and bicycle facilities in the neighboring communities. The map should also include contact information for reporting maintenance problems. Selling advertising space on the map to local restaurants, shops and bike stores could offset the cost of developing and printing the map. Additionally, the map could be sold for a nominal fee. Potential distribution points for the map include: city offices, the Lafayette Library, the community center, local schools, bike shops and other recreational retail outlets, the BART station, and St. Mary’s College.

P-28. Bike-to-Work and Bike-to-School Days

Priority Medium

Responsible Party: BPAC

The City of Lafayette should continue to participate in the annual Bike-to-Work day each May, in conjunction with the California bike-to-work week activities. The BPAC may also consider implementing regular Bike-to-School days.

TRAFFIC CALMING

Traffic calming programs are beneficial for cyclists, especially if programs succeed in reducing traffic to speeds that are more compatible with bicycling. However, if not appropriately designed, some physical traffic calming devices can present hazards for cyclists. For example, “chokers” or traffic islands narrow the space between bicycles and cars. This may, in some cases compromise a cyclist’s safety.

Recommendations

P-29. Integrate Cyclists’ Needs into Neighborhood Traffic Management Program

Priority: On-going

Responsible Party: Engineering

The City of Lafayette should continue its innovative Neighborhood Traffic Management Program, while appropriately incorporating the needs of cyclists into the program. Physical traffic calming solutions should take into account cyclists’ needs whenever possible and appropriate, and incorporate design features and signage to ensure that cyclists and motorists have enough room to share the lane, and right-of-way priority is clearly established.

SAFE ROUTES TO SCHOOL

Identifying and improving routes for children to walk or bicycle to school is an effective means of reducing morning traffic congestion and addressing safety problems around schools. Most effective school commute programs are joint efforts of the school district and parent organizations with a city or county, adding an important element. The outreach effort to parents, along with route maps and infrastructure improvements that result from developing a plan to help students get to school safely not only benefits students walking and biking to school, but also other cyclists and pedestrians that are using routes near schools.

Recommendations

P-30. Support Safe Routes to School Programs

Priority: High

Responsible Party: School District (Lead)

The City of Lafayette should support each public and private school in Lafayette in conducting its own evaluation of school commute patterns and work with the City Transportation staff in identifying corridor and crossing improvements. School commute routes are highly local in nature, requiring detailed examination of features, patterns and conditions and extensive local input.

6. Recommended Supporting Programs and Facilities

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