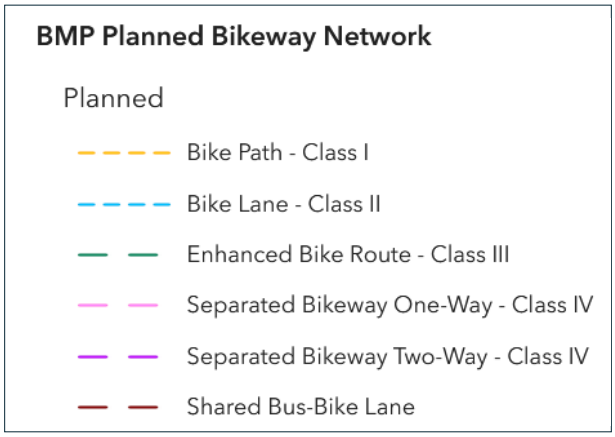
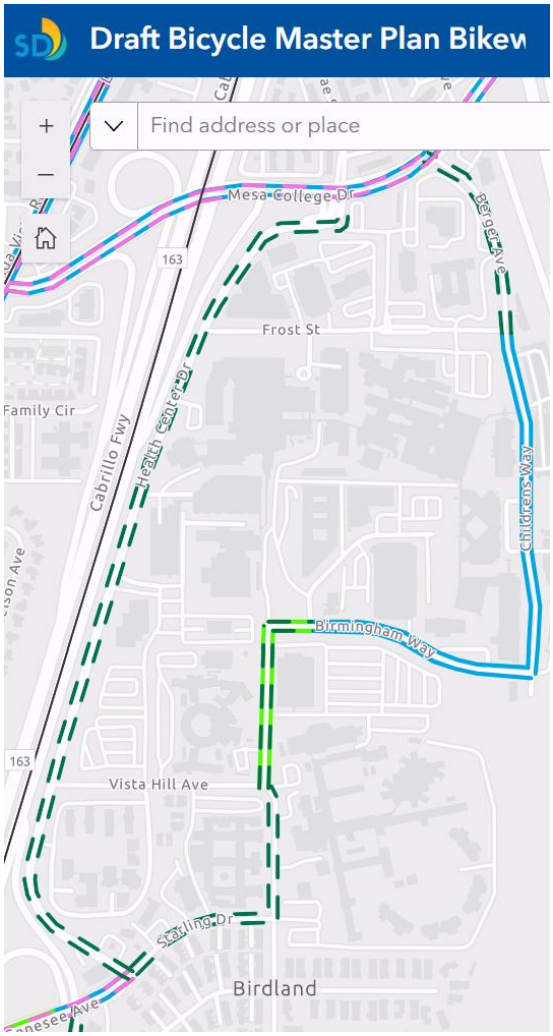
Draft Bicycle Master Plan—Comments Due by Nov 30

The draft plan is Here. Solid lines on maps indicate existing conditions; dotted lines, planned. Terminology:

- Class II Bike Lane—bikeway located on street designated for bikers; uses striping, pavement markings, & signage
- Class III Bike Route—shared-lane located on the street with bikers and drivers sharing same lane; shows pavement marking, such as sharrows
- Class III Enhanced Bike Route—"Unlike traditional Class III bike routes, which primarily rely on pavement markings and signage, bicycle boulevards include traffic calming and intersection improvements..." Depends on roadway but improvements may include curb extensions, traffic diverters, speed cushions, sharrows, wayfinding signage, traffic circles or roundabouts, raised crosswalks, bicycle signal detection.
- Separated Bikeway Class IV—"On-street bikeway that combines the alignment of a traditional street lane with a distinct physical barrier separating people riding bikes from adjacent car traffic."

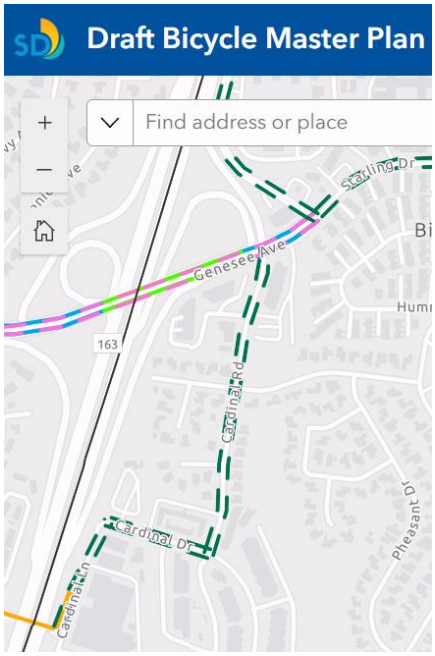




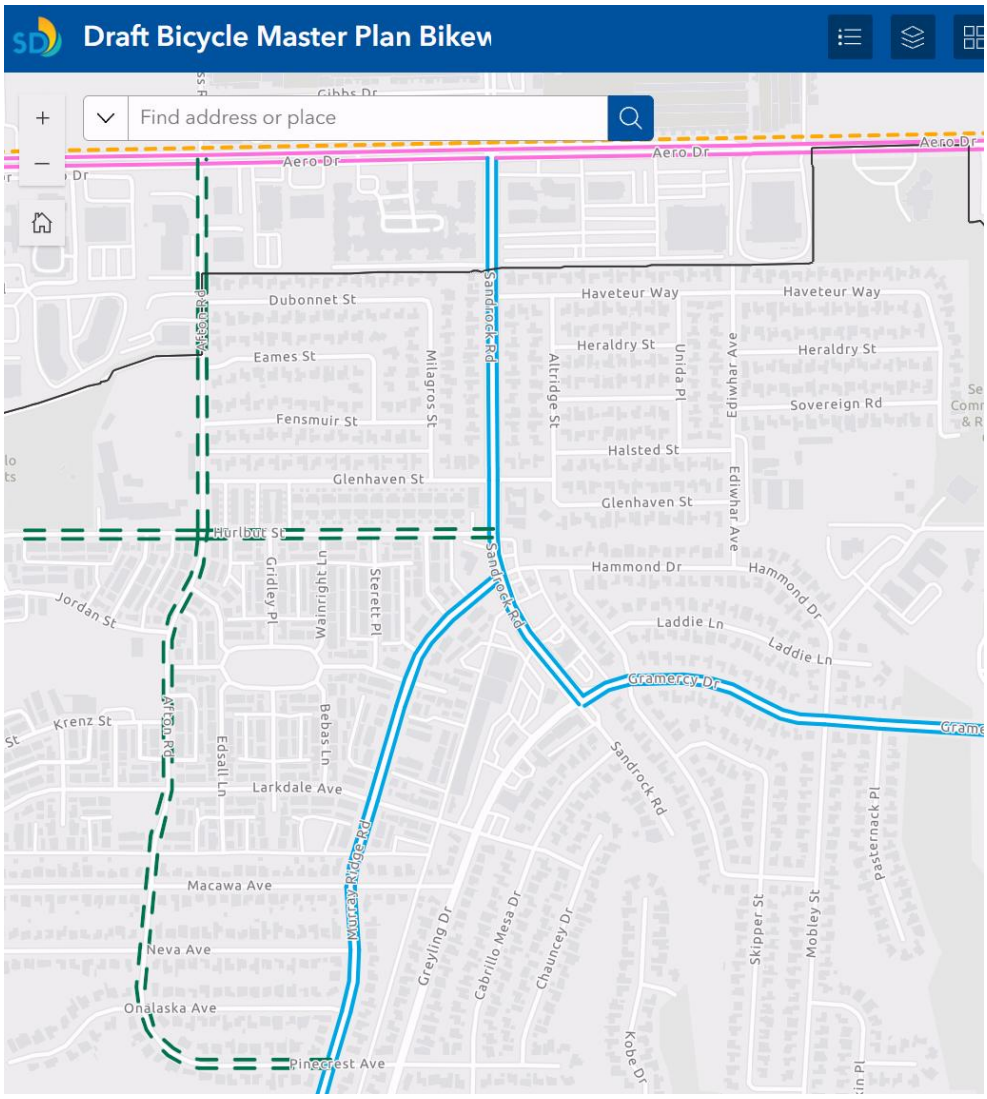
Enhanced Bike Route-Class III for Berger Ave between Frost St and Mesa College Dr. Impact on street configuration depends on the suggested improvements.

Enhanced Bike Route-Class III for Health Center Rd. Health Center Rd includes 2 travel lanes and in some areas a parking lane. Impact on street configuration depends on the suggested improvements. Emergency vehicles need immediate access to emergency services without impediments; and before improvements are considered emergency concerns need to be addressed.

Enhanced Bike Route-Class III for Meadow Lark Dr, Starling Dr, Cardinal Dr, Cardinal Ln. Impact on street configuration depends on the suggested improvements. Birdland area is a cul-de-sac neighborhood with only one way in and one way out. Before improvements are considered the impact on emergency vehicles, on residents living in the area, on employees working in the professional buildings, and the evacuation route need to be addressed. Additionally, there is construction planned for a 100+ unit residential complex along the route that could further impact traffic, access, and bicycle safety.

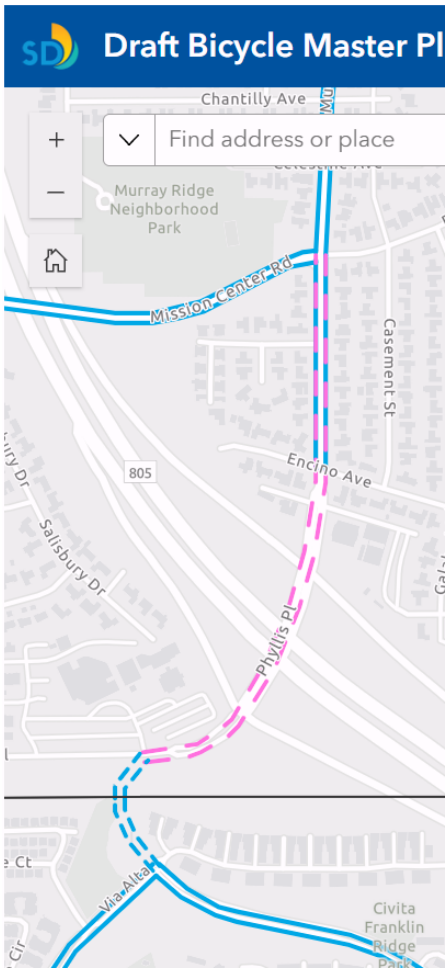


Separated Bikeway One-Way-Class IV Genesee Ave between Health Center Rd and 163 freeway. Space limitation?



Existing Class II bike lane on Gramercy Dr between Mobley and Sandrock. This area of Gramercy has 2 parking lanes, 4 travel lanes and a middle turn lane. Serra Mesa Planning Group was unsuccessful at correcting the inaccuracy that shows non-existing Class II lanes before acceptance of 2013 Bicycle Master Plan. To add Class II Bike Lanes will require a reconfiguration of the street. Area has pavement markings of Class III Bus Route.

Enhanced Bike Route-Class III for Hurlbut and Afton. Impact on street configuration depends on the suggested improvements.



Separated Bikeway One-Way-Class IV for Murray Ridge Rd between Mission Center and bridge and Phyllis Pl between bridge and Franklin Ridge Rd (not built yet).

- **Murray Ridge between Mission Center and the bridge** has 2 parking lanes, primarily two travel lanes, and a middle turn lane. Reconfiguration of the street is needed to accommodate a separated bikeway.
- **Bridge** has 4 travel lanes; but the 2017 Franklin Ridge Rd connection approval shows the Murray Ridge bridge will be restriped to 5 lanes and 2 bike lanes. Is a separated bikeway and 5 lanes feasible on a narrow bridge? Caltrans has authority over the bridge.
- **Phyllis Pl between bridge and Franklin Ridge Rd** has 2 parking lanes, 2 travel lanes and a middle lane.

Comments on the Draft Bicycle Master Plan, due by Nov 30, can be submitted Here.