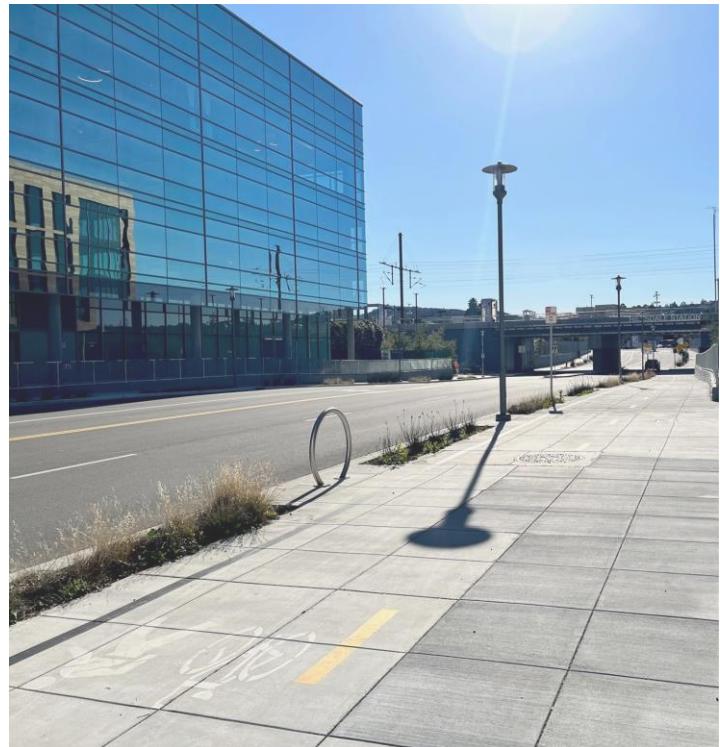




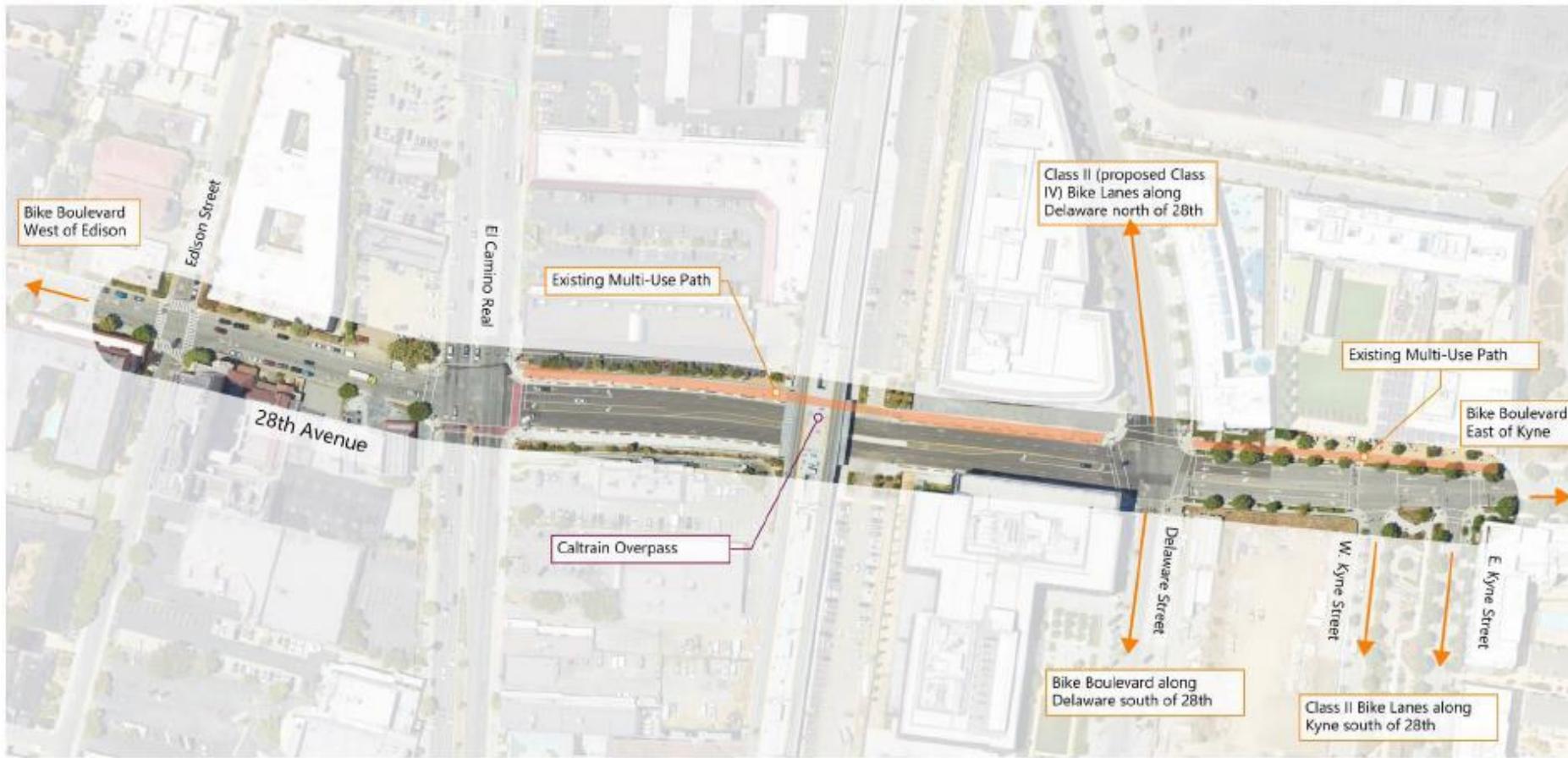
28th Avenue Bicycle & Pedestrian Improvements

Project Goals & Purpose

- Encourage active transportation and transit.
- Provide a safe connection for crossing El Camino Real, accessing the Hillsdale Caltrain Station, and traveling along 28th Avenue.
- Design facilities which support all ages and abilities.
- Consider current and future travel demands in the area to allocate space to people walking, biking, taking transit and driving or riding cars.

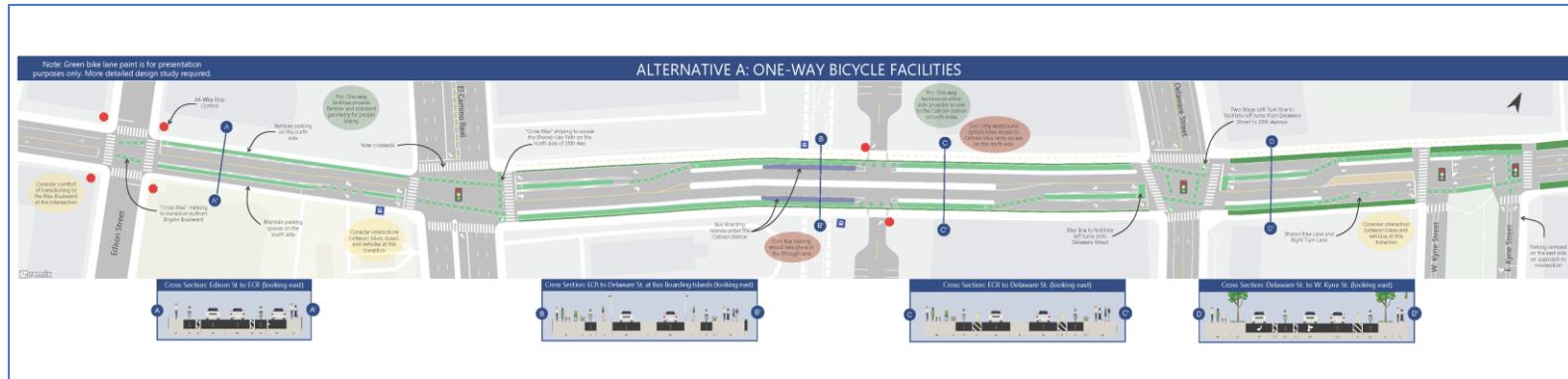


Project Extents



Bicycle Facilities and Elements

Use slides 5 through 10 to familiarize yourself with the elements shown in the concept designs



Bicycle Facility Types

Class I Shared-Use Path

- Exclusive right-of-way for bicyclists and pedestrians
- Support recreational and practical travel
- Common along/through park spaces



Vine Trail, Napa Valley



Bay Bridge Trail, Oakland

Bicycle Facility Types

Class II Bike Lane

- Established along streets and defined by striping
- One-way bike facilities

Class IIB Buffered Bike Lane

- Provides more separation from adjacent traffic lane with diagonal markings as a “buffer”



State Route 12, the Springs Region of Sonoma



Sloat Blvd, State Route 35, San Francisco

Bicycle Facility Types

Class III Bike Route

- Designate a preferred route for bicyclists on streets shared with motor vehicles
- Low vehicle speeds and volumes preferred

Class III Bicycle Boulevard

- Use traffic calming and diversion measures to create safer conditions for streets shared with motor vehicles



2nd St, Oakland



Milvia St, Berkeley

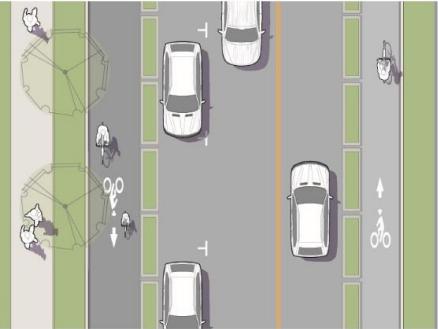
Bicycle Facility Types

Class IV Separated Bikeway or Cycle Track

- Exclusive right-of-way for bicyclists
- Physically separated from vehicle traffic (flex posts, bollards, parking, or raised median)
- Improve level of comfort for bicyclists along higher-speed and/or heavily trafficked roadways



Fulton St, Berkeley



Fulton St, Berkeley



Division St, San Francisco

Other Bicycle Elements



Bike Box

Dedicated space where bicyclists can wait during the red light at signalized intersections



Two-Stage Turn Box

Dedicated space where bicyclists can wait to turn left at signalized intersections

Use green phase for both directions



Conflict Markings

Improve visibility of bike lane crossings at intersections and informs all roadway users of expected behaviors



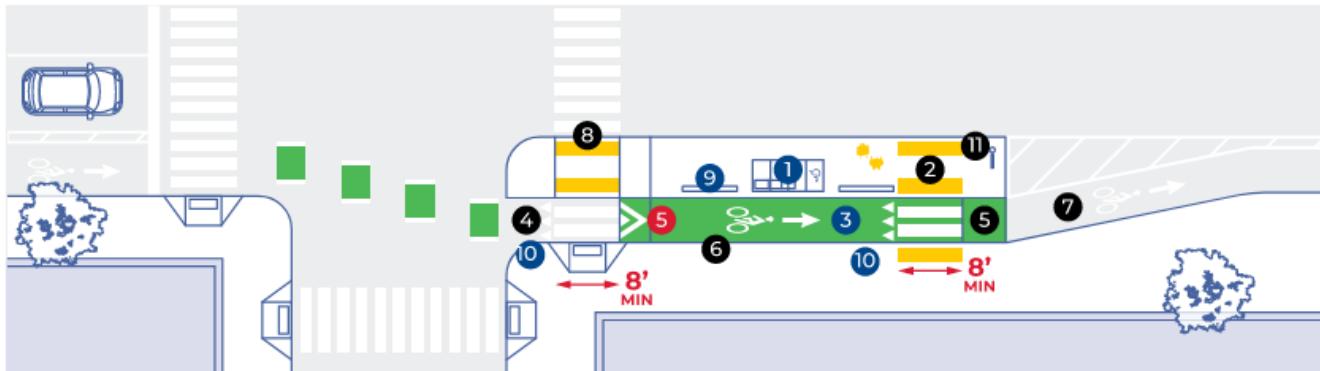
Bike Signals

Signal heads for bikes only, indicating when bikes have the right of way to cross an intersection

Bus Boarding Islands Elements



- 1 Bus shelter
- 2 Accessible landing zone
Minimum: 5' x 8'
- 3 Green pavement
- 4 Bicyclist yield area
- 5 Bicycle ramp
Maximum: 1:12 slope
- 6 Furnishing zone/
detectable edge
- 7 Bike lane taper
Preferred: 1:10 / Maximum: 1:5
- 8 Detectable warning
surface
- 9 Vertical railing
- 10 Bikes yield to
peds sign
- 11 Bus stop sign



From SamTrans Bus Boarding Island Guidelines

Project Considerations & Constraints

- The concept designs are confined by the existing width of the street (curb-to-curb edge)
- All design alternatives consider removing parking on the north side of 28th Avenue between Edison Street and El Camino Real



Three Design Alternatives

Alternative A: One-way Bike Facilities on Each Side of 28th Avenue

Alternative B: Two-way Bike Facility on the North Side of 28th Avenue

Alternative C: One-Way Bike Facilities with Priority for Pedestrians at Signals

Download the designs at www.cityofsanmateo.org/GapClosure