

Bicycle Lanes, Routes, and Boulevards



City Council
January 5, 2016

Rules of the Road

- Same laws apply to motorists and bicyclists, whether or not street has striping or is a designated route:
 - Motorists must share the road with bicycles
 - Bicycles may use the full travel lane if necessary
 - Motorists must maintain at least 3 feet between cars and bicycles



Background

- Bicycle Master Plan adopted by City Council in 2011
- Calls for installation of bicycle lanes and routes Citywide
- Includes “bike boulevard” connecting Rosemead and Santa Anita via Olive, Arden, and Freer

4.1.4 Bike Boulevards

Bike boulevards are similar to Class III bike routes in their use of signage and painted markings to designate the roadway as a part of the official bicycle network. However, bike boulevards also receive additional treatment to emphasize bicycle traffic and discourage cut-through auto traffic. Such treatments include auto traffic diverters, speed bumps, and bicycle-specific intersection traffic control.

Table 4-5 summarizes the proposed Temple City bike boulevard, which spans the southern portion of the City from east to west.



Sample Bike Boulevard Pavement Treatment, Morro Street, San Luis Obispo

Table 4-5 Proposed Bike Boulevards

Street	Limit 1	Limit 2	Length (Miles)
Arden Dr	Freer St	Olive St	0.11
Freer St	Arden Dr	Santa Anita Ave	0.84
Olive St	Rosemead Blvd	Arden Dr	1.7
TOTAL			2.7



Background



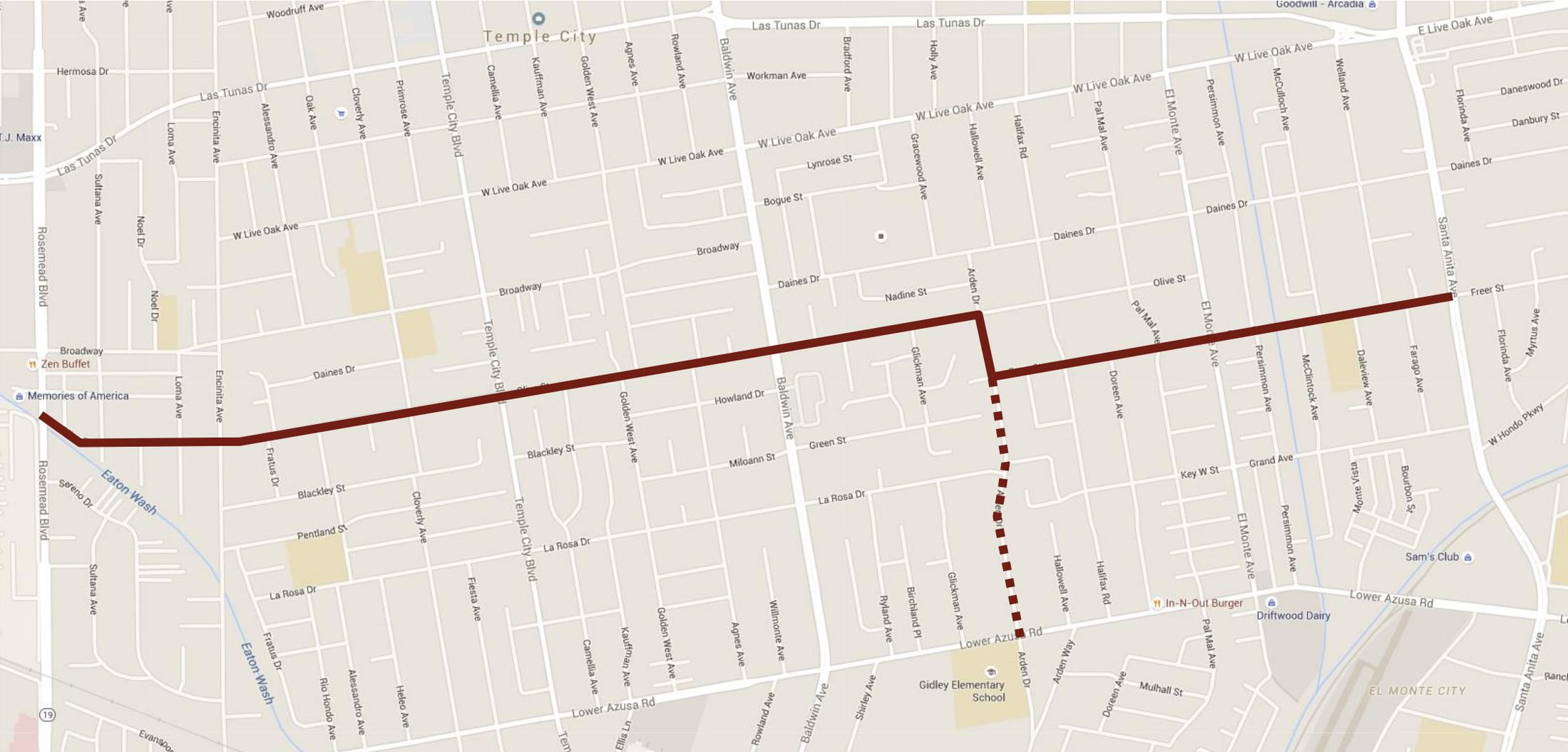
TEMPLE CITY PROPOSED BIKEWAYS



Background – BTA Grant

- Bicycle Transportation Account (BTA) grant applied for in 2012 to implement portions of Bicycle Master Plan including bicycle boulevard
- Grant awarded in 2013
- Plans and specifications approved by City Council in 2014
 - Street resurfacing work added to project using Pavement Management Program (PMP) funds

Background - BTA Grant



Bike Lane and Route Types

- Class I dedicated bicycle path separate from street
- Class II dedicated bicycle lane in street
 - Traditional
 - Protected (e.g. Rosemead Blvd.)
- Class III bicycle route
 - Traditional
 - Bike Boulevard

Bike Boulevards

- Similar to Class III bike routes
- Additional emphasis on sharing the road with bicycles
- May include treatments to discourage cut-through auto traffic such as diverters, speed bumps, and bicycle-specific traffic controls
- For Temple City, only pavement markings and signs are used



Class II Bike Lane – El Monte Avenue

- Striping separates bike lane from travel lane
- Bicycle legends in bike lane
- Driving not allowed in bike lane except when turning (dashed line)
- Parking ok in shared bike/parking lane



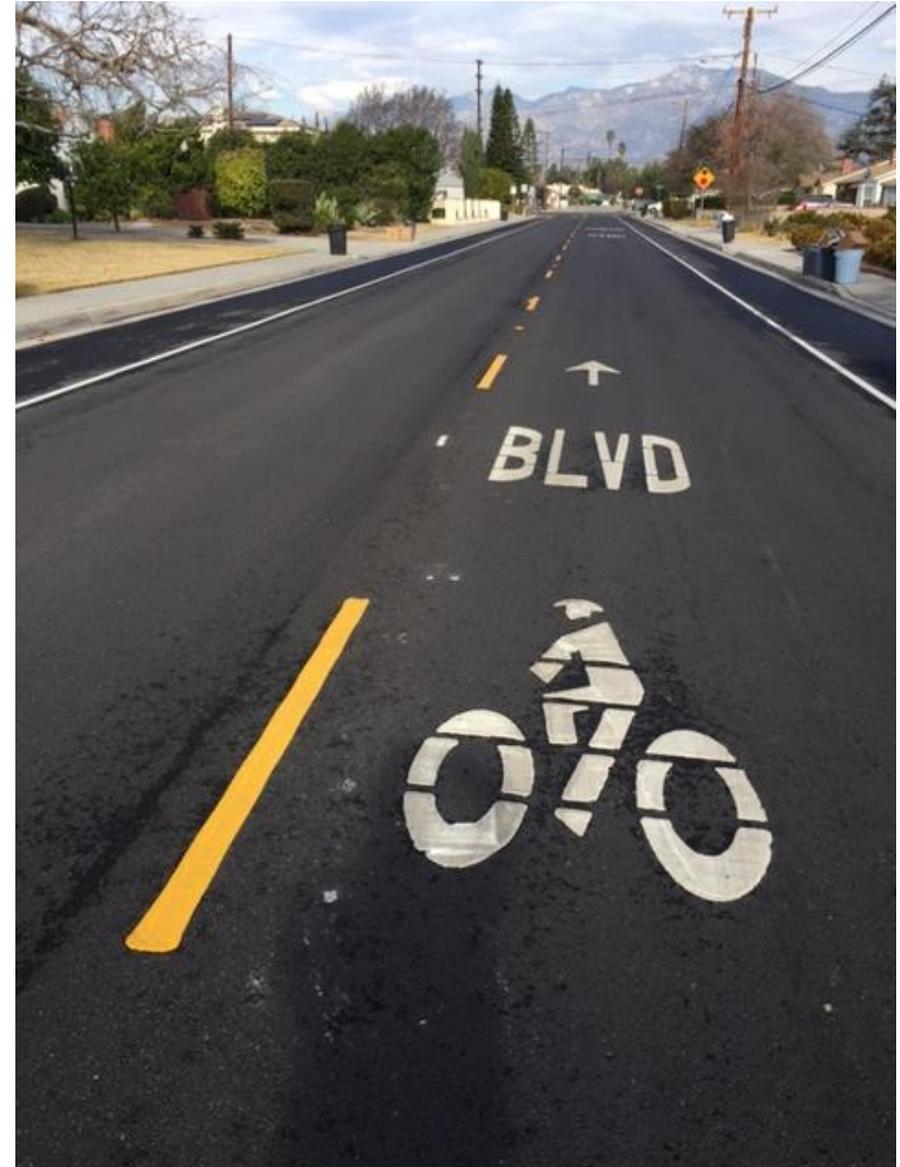
Class III Bike Route – Arden Drive

- Striping separates travel lane from parking lane
- Bike “sharrow” legends in the travel lane to remind motorists to share the road
- Diagonal striping in parking lane where street is wider to make it clear it’s not a travel lane
- Class III routes on other streets without striping



Bike Boulevard – Arden Drive

- Striping separates travel lane from parking lane
- Bike Boulevard legends in travel lane to remind motorists to share the road
- Bike Boulevard also on Olive and Freer with pavement legends only, no striping
- Signs will be installed soon to supplement pavement legends



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