

Appendix D

CCMP 3.3.3 ON-STREET CONNECTION

3.3.3 On-Street Connections

The creek trail route will need to follow streets where access along the creek is not feasible. This must include provisions for bicycles and for pedestrians, including wheelchair users.

Bicycle Facilities. Three class definitions of bicycle facilities are consistently used by Caltrans and other transportation agencies:

Class 1 bicycle facilities are off-street paved paths. These are similar to the “paved path” type described above, except that there are very specific design standards for Class 1 bike routes, including radius of curves, slopes, transitions, etc. that do not apply to generic paved paths.

Two types or classes of bicycle facilities may occur on streets:

Class 2 bicycle facilities consist of striped and signed lane for bikes along the street, typically 4' wide minimum.

Class 3 bicycle facilities consist of a bike route along the street, marked by signs.

For the purposes of the Master Plan, where paved trails are proposed, they will meet the design standards of Class 1 bicycle facilities. Some of the on-street routes will follow existing designated and improved bikeways that may provide all or part of such connections. The City maintains an adopted Bikeways Map showing designated routes and facilities by type/class. These are reflected in the Master Plan. In some cases new on-street connections are proposed to complete the system.

On-Street Pedestrian Facilities. Where pedestrians must follow an on-street route there should be sidewalks to accommodate them, including curb ramps to accommodate wheelchairs.

The broad scope of the Master Plan and the limited extent of available data about the on-street routes does not allow for a determination of whether on-street connections currently feature sidewalks to accommodate pedestrians, whether the sidewalk has curb ramps and slopes to accommodate wheelchairs, or whether the desirable/feasible bicycle facility is Class 2 bike lanes or a Class 3 signed route. These details will be resolved by subsequent site-specific studies and plans, the City's current ADA studies, or by future street improvement projects. These potential improvements are not included in the detailed trail system tables or cost estimates