

SECTION 18 – BIKE LANE GUIDELINES

18-1 General

Purpose: To provide guidelines to encourage the construction of bike lanes in conformance with the City's General Plan while respecting the privileges of adjoining properties.

The Engineer shall apply these guidelines in conformance with sound traffic engineering principles and the City's General Plan.

The Guidelines are as follows:

1. To the greatest extent possible, bike lanes will be installed adjacent to existing curbs; in cases where curb parking is permitted, bike lanes will be installed between the parking and travel lanes, whenever possible.
2. Consideration will be given to bike lanes of a minimum width of 5 feet, measured from the face of curb, reduced lane widths, and/or elimination of traffic lanes. A traffic study to investigate, but not limited to, traffic speeds, speed limits, type of corridor, and volumes of cars and trucks, may be developed before travel lanes are eliminated and/or reduced in width.
3. Street parking needs versus available off-street parking on adjoining properties shall be reviewed. Street parking may be eliminated under the following conditions:
 - a. The adjoining property has been developed with "back-up or side-yard" treatment to permit alternative parking.
 - b. The property has sufficient off-site parking on adjoining local streets.
 - c. A residential house has sufficient space for three (3) on-site parking spaces. An on-site parking space can mean a garage, a carport, a paved driveway, concrete ribbons, etc., even if such facilities are used for other purposes. Garages converted to living quarters with an approved building permit, shall not count as available parking.
 - d. Major shopping centers, office complexes, and other development with on-site parking lots, have been developed in conformance with the parking standards adopted by the current City of Madera Municipal Code.
 - e. When an adjoining development has sufficient on-site parking, but the space is used for other purposes.
4. For smaller, local shopping centers and office complexes, parking will not be deleted if the street provides the only means of customer access or the elimination of such street parking causes a severe hardship on the adjoining development.

5. Where sufficient road width is not available, frontage roads may be used for bike routes. Ingress and egress will be designed to provide maximum safety to the cyclist. The median shall be opened to allow the bicyclists to the frontage road with a 5 foot wide by 4 inch thick P.C.C. riding surface. Frontage roads will be designated Bike Routes with "Bike Route" signs at the beginning of the route.
6. More circuitous, alternate bike routes will be considered as a last resort.
7. Construction of parking bays and the reduction of frontage road islands and median islands, may be considered if the costs are not prohibitive. The aesthetics of median islands must be maintained.
8. Staff will consult with the bicycle clubs and send mailings to adjoining neighbors and/or businesses before street parking is eliminated. Property owners who object to elimination of parking in front of their properties or disagree with the implementation of these guidelines, may file a written protest to the City Engineer. The City Engineer will make a final determination (in writing) within 10 days after receipt of the written protest. Property owners with back-up treatments (rear of property faces proposed street) will not receive a mailer.
9. At all public street intersections, the bicycle symbol shall be painted at a point 25 feet from the return and every 800 feet max. of continuous bike lane.
10. "Bike Lane" signs shall be installed at the beginning of a bike lane and every one-half (½) mile of continuous bike lane. A "Bike Route" sign shall also be installed where the bike lane changes to a bike route. Bike lane supplementary "Begin" and "End" signs shall not be installed.
11. Major street bike lane striping shall be a single stripe at locations where the bike lane is adjacent to the curb and two stripes where the bike lane is between the travel way and the parking lane with 13 feet or wider distance available. The bicycle pavement marker shall be centered in the area where the bicyclists are expected to ride.
12. Bike lane striping shall be applied using thermoplastic paint conforming to State of California Standard Specification 84-2 (latest revision). Bicycle legend shall be applied using "Legend Build Paint" or approved equal.
13. On extra wide streets that are not developed with their ultimate lane configuration, the bike lanes will be installed at their ultimate location.
14. When approaching a public street intersection, the bike lane stripe(s) will be stopped 100 feet from the return.
15. Bike lane and bike route signs shall be minimum of 18"x24" and shall have an antigraffiti coating and attached with theft-proof "U" bolts.
16. "No Stopping Anytime" signs will be installed at intervals of 200 feet (or at intervals determined by existing streetlight poles) when striping a curb side bike lane.

17. At a bus stop without a bus bay, the bike lane stripe will be painted through the bus stop.