SHARED-USE PATHS are designed for many types of users—recreational cyclists moving at 10+ mph, young families on bicycles, and pedestrians such as joggers, parents with strollers, or people with dogs. Managing the many speeds of users is frequently a challenge. Whenever possible, these should be a minimum of 8 feet wide with 2 feet of graded shoulder on each side. Generally, 12 feet of paved path is preferred. Wider pavement can be utilized in high-use areas such as the ferry landing or popular locations along the Bayshore Bikeway. Where significant numbers of pedestrians, bicyclists, skaters, and other users use the paths, either wider pavement or separate walkways help to eliminate conflicts. Most important in designing shared use paths is good design of intersections where they cross streets, such as at the entrance to the Cays. These crossings should be treated as intersections with appropriate treatment.

The area around the ferry landing could get wayfinding, signage, and striping improvements to better connect visitors to the street, and to provide certainty to all users as to where they can and cannot ride.

Some Coronado residents have indicated that buffered bike lanes along Glorietta could work as a two-way shared use path instead, with the path adjacent to the golf course and separated from the travel lanes. This would eliminate residential driveway conflicts, but would likely impact parking on the existing curb next to the golf course.

What do you think about this idea?

While no new shared-use paths are proposed for the Cays and surrounding areas, the Active Transportation Plan recommends studying the feasibility of accommodating additional rest areas, public art, and wider pathways where environmentally feasible.
BICYCLE LANES are designed to provide people on bikes with a clearly-marked facility in which to ride. Ideally, bike lanes are located on streets wide enough to accommodate the 5-6 feet needed for each direction of the dedicated bike lane, plus any additional painted buffer area that may be feasible, typically 3 feet for each direction. Recent advances in bike lane design allow for City staff to design and build additional protections for people on bikes at intersections, particularly in areas with a great deal of turning vehicles or other potential challenges, such as along Orange Ave.

By commenting today, you can help ensure any bike lanes proposed in the Active Transportation Plan meet your needs, as well as your family’s needs, for safe, low-stress, and attractive ways to get around Coronado on bicycle in a dedicated bike lane environment.

Alameda is wide enough to accommodate bike lanes, and would provide a direct, dedicated facility for confident cyclists that connects both sides of the island, and would benefit from the new traffic signal on Fourth.

Tenth is proposed for bike lanes because it helps connect the new lanes on Alameda to the bike facilities in and around Glorietta, and allows cyclists to cross Orange at a signaled intersection.

No new bicycle lanes are proposed for the Cays or the surrounding areas, although a bike lane or protected bikeway on SR-75 may be feasible upon any potential relinquishment.
NEIGHBORHOOD GREENWAYS are streets with low motorized traffic volumes and speeds, designated and designed to give people walking and biking along them travel priority.

They use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busier arterial streets. When connecting people and the places they visit, they make excellent routes for students, families on bicycles, and anyone traveling less than ~10mph.

A SUCCESSFUL GREENWAY NETWORK SHOULD INCLUDE SOME OR ALL OF THE FOLLOWING DESIGN ELEMENTS:

- Selecting a direct and continuous street, rather than a circuitous route that winds through neighborhoods along several streets.
- Neighborhood greenways work best on a street grid along streets with slow vehicle speeds (25mph or less) and low volumes (~2000 cars/day or less).
- Selecting streets that have parallel higher-level streets can prevent diversion to other residential streets.
- Placing motor vehicle traffic diverters at key intersections to reduce through motor vehicle traffic (diverters are designed to allow through bicyclist and pedestrian movement)
- Turning stop signs towards intersecting streets, so bicyclists can ride with few interruptions and pedestrians can cross confidently
- Replacing some stop-controlled intersections with mini-traffic circles and mini-roundabouts to reduce the number of stops cyclists have to make.
- Designing landscaped curb extensions to slow vehicles, shorten crossing distances for pedestrians, and improve aesthetics and the treatment of stormwater.
- Placing traffic-calming devices to lower motor vehicle traffic speeds.
- Placing wayfinding and other signs or markings to route people to key destinations, to guide them through difficult situations, and to alert motorists of the presence of bicyclists and pedestrians.
- Where the neighborhood greenway crosses high-speed or high-volume streets, providing crossing improvements such as signals, where a traffic study has shown that a signal will be safe and effective.
- To ensure that bicyclists can activate any signals, video or loop detection should be installed in the pavement where people ride.
- If appropriate, median refuges wide enough to provide a refuge and with an opening wide enough to allow people walking and biking to pass through.
City staff, project consultants, and the Stakeholder Advisory Committee consider the streets below to be excellent candidates for neighborhood greenways due to their low speeds, few cars, and ability to connect people to places. If selected for inclusion in the plan, City Council will need to direct staff to conduct a preliminary study to determine how best to design the facility.

By commenting today, you can help ensure any neighborhood greenways proposed in the Active Transportation Plan meet your needs, as well as your family’s needs for safe, low-stress, and attractive ways to get around Coronado on bicycle in a shared-lane environment.
**BICYCLE ROUTES** are designed to provide connections for people on bikes where there is either inadequate width to accommodate cyclists in a dedicated facility of their own like bike lanes or bike paths, or where lower-impact visual treatments may be preferred. They also serve to educate people in cars that people on bikes may also be using the full travel lane.

**BICYCLE ROUTES** are suitable on streets with low motor vehicle speeds or traffic volumes. There are no specific width standards for these facilities. Most are fairly narrow; they are simply the streets as constructed, with wayfinding or shared-lane markings improvements. These facilities could also serve as another series of neighborhood greenways at a later date.

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**Legend**

- bicycle routes
- connections to citywide bicycle network
- parks
- schools
- potential inclusion of Orange Ave awaiting public comment

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Orange Ave cannot accommodate dedicated bicycle lanes without significant impacts to the existing geometry of the street, parking lanes, median, and/or sidewalks, but could support a shared-lane facility.

Although traffic volumes are higher than is often recommended, some Coronado residents have expressed a desire for some sort of connection along Orange Ave. What do you think?

Ocean Blvd cannot reasonably accommodate dedicated bicycle lanes without significant impacts to the existing geometry of the street, parking lanes, median, and/or sidewalks.

Pedestrian amenities will help to calm traffic and encourage cyclists to feel more comfortable in a shared-lane environment.

Another option could be requiring cyclists to dismount while on Ocean Blvd sidewalks, similar to Orange Ave - what do you think?

D Ave could be a candidate for bike lanes as well, although existing head-in diagonal parking in several locations can create challenging scenarios for drivers and cyclists alike.

No new bicycle routes are proposed for the Cays or the surrounding areas.
Taken together, the bicycle network of the Active Transportation Master Plan would look like the exhibit below when fully-implemented.

City Staff is seeking feedback on this network, and what YOUR priorities are for getting it built. Once the network is finalized, the project will develop a listing of projects by priority, using a combination of public feedback on the exhibits below and several datasets, including proximity to schools, collision histories by locations, and ability to serve nearby commercial and recreational attractions.

City Council will review and ultimately instruct staff how and where to proceed prior to the implementation of any project.