

Appendix D

North-South Bikeway Corridor Study Findings

Finding 1: Three north/south streets were determined to have significant barriers to bicycle transportation (V St, R St, and McKee Road).

V Street:

- Pros
 - o Provides safe crossing for railroad and highway overpass, two critical barriers this street crosses.
 - o Connects to Bear Creek.
- Cons
 - o Only provides bikeways from West Avenue and Childs Avenue to V Street and 24th Street which does not provide a north/south connection.
 - o It does not provide bikeways from 13th Street to Main St due to the lack of right-of-way, not to mention the low surface conditions along this segment as well.
- Remedies
 - o None applicable.

R Street:

- Pros
 - o Provides bikeways from Childs Avenue to north of Pacific Drive.
 - o Connects to 3 bike paths (Fahrens Creek, Black Rascal Creek, Bear Creek).
 - o Provides safe crossing for railroad and highway overpass, three critical barriers this street crosses.
- Cons
 - o From 19th Street to Olive Avenue bikeways do not meet standards for cyclist use and could be difficult for pedestrians as well.
- Remedies
 - o Alternative Bikeway to R Street between Olive and 19th Street. Alternatives to assess include: 1) Construct alternative routes that don't require using R Street from Olive Avenue to 19th Street, for example, taking Rambler Road to Ardell Drive and creating a bike/pedestrian bridge across Bear Creek to "O" Street converting "O" Street into a bicycle boulevard; and, 2) a modified R Street cross-section pertaining to travel lanes, parkway and sidewalks.

McKee Road:

- Pros
 - o Connects to 2 bike paths: Black Rascal Creek and Bear Creek.
- Cons
 - o This road does not provide a north/south connection and only goes from Santa Fe Avenue to Yosemite Avenue.
 - o Has three major segments that do not have bikeways.
 - o Does not meet the commonly used standards.
 - o Does not provide a connection to the population south of Yosemite Parkway.
- Remedies
 - o Complete east side bike lanes from Yosemite Avenue to Black Rascal Creek.
 - o Expand bikeway south of 27th Street to Santa Fe Avenue.
 - o Street study for bikeways connecting Golden Valley High School with areas north of the Santa Fe Railroad.

Finding 2: There were two streets that were determined to be generally suitable for a bicycle transportation corridor at this moment (M Street and G Street), though improvements can be made.

M Street:

- Pros
 - o Provides a bikeway system from Childs Avenue to Bellevue Road (Full north/south connection).
 - o Has a connection to 3 bike paths: Cottonwood Creek, Black Rascal Creek, and Bear Creek. This street also provides a bike path in its median from Lehigh Drive to Buena Vista Drive.
 - o Provides safe crossing for railroad and highway overpass, three critical barriers the street crosses.
- Cons
 - o Has three minor segments which do not provide bikeways and one segment that is not classified as good or excellent.
 - o Has surface condition problems that pertain to, potholes, asphalt cracks, etc.
- Improvements
 - o Complete bike lanes from M St Circle to Barclay Way.
 - o Fix surface conditions and handicap ramps.

G Street:

- Pros
 - o Provides bikeway from Childs Avenue to Bellevue Road and it is the widest arterial out of all the roads that were surveyed.
 - o Connects to three bike paths: Cottonwood Creek, Black Rascal Creek, and Bear Creek.
 - o Recently restored bike lanes from 23rd Street to Park Ave (including Bear Creek bridge).

- o Provides a safe undercrossing for railroad tracks.
- o Provides safe crossing for railroad and highway overpass, two critical barriers the street crosses.
- Cons
 - o Has one major segment that does not provide bikeway and two minor segments without bikeways.
- Improvements
 - o Undercrossing for Cottonwood Creek Path
 - o Complete east side bike lanes from Bellevue Road to Cardella Road

Finding 3: Parsons Avenue was a difficult road to classify as it only provides bikeways in two segments and does not provide a complete north/south connection at this time. Although this street did not meet required criteria, it has a lot of positive aspects that with improvements, it could be a good north/south alternative for the future.

Parsons Avenue:

- Pros
 - o Has connection to two bike paths: Black Rascal Creek and Bear Creek.
 - o Has a wide rights-of-way and roadway surface.
 - o Provides a connection to Southeast Merced.
- Cons
 - o Only has bikeways from Coffee Street to Childs Avenue and from 27th Street to South Bear Creek Drive. Provides connection to the southeast region of Merced.
 - o Does not have a bridge pedestrian or vehicle over Bear Creek.
 - o Currently no crossing of the Santa-Fe Railway.
- Improvements
 - o Bike lanes from Yosemite Avenue to N. Bear Creek Drive.
 - o Pedestrian or vehicle bridge.
 - o Create a direct connection from Stretch Road to Yosemite Parkway.

These recommendations are based on all the data that was collected and analyzed from the criteria mentioned before for the specific goals of the north/south transportation corridor. It is important to note that this information does not include population density, safety of intersections, connection to major employment or shopping centers or any other important objectives.

BIKEWAY CONDITIONS

Legend

- Good
- Moderate
- Poor
- City Limit

