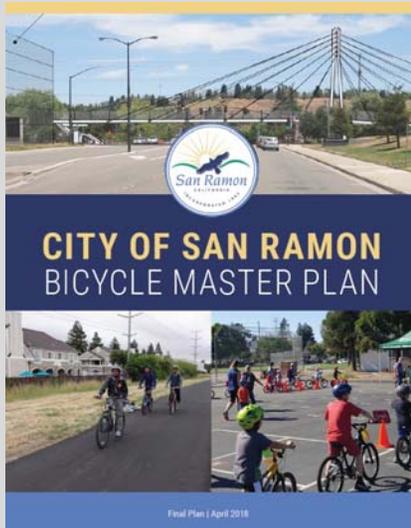


Bicycle Master Plan Vision and Goals

On April 24, 2018, the City of San Ramon adopted the first Citywide Bicycle Master Plan!

San Ramon aspires to encourage, motivate and accommodate bicycle riding for all ages and abilities.



San Ramon will strive to remain a bicycle friendly community where the bicycle network is enjoyed by all. Residents, students, commuters and visitors will choose to bicycle for trips because it's safe, comfortable, convenient, and well-integrated throughout the San Ramon community and promotes alternative transportation and a healthy lifestyle.

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September 2018

City of San Ramon Bicycle Master Plan Informational Brochure



**Transportation Division
Public Works Department
2401 Crow Canyon Road
San Ramon, CA 94583**

**Business Hours: 8:30am-5:00pm
(925) 973-2650
Website: www.SanRamon.ca.gov**

Class I Bike Lanes

Class I Multi-Use paths are two-way paved facilities, physically separated from motor vehicle traffic and used by bicyclists, pedestrians, and other non-motorized users. Multi-use paths are often located in an independent alignment, such as a greenway. Multi-use paths provide low-stress facilities for cyclists. Trails are unpaved paths accessible by bicycle and pedestrians.



Class II Bike Lanes

Class II Bike-Lanes provide an exclusive space for bicyclists in the roadway and are established by painting lines and symbols on the roadway surface. Bicycle lanes are for one-way travel and are typically provided in both directions on two-way streets and/or on one side of a one-way street.

Class II Buffered Bike Lanes are implemented by painting or otherwise creating a flush buffer zone between a bicycle lane and the adjacent travel lane.



Class III Bike Lanes

Class III Bike Routes have signage that indicates that the roadways are shared with bicyclists or motor vehicle traffic. In general, these should be located on roads with low traffic speeds and volumes as a part of a signed route or bicycle boulevard. Class III Bicycle Boulevards are applied on quiet streets, often in residential neighborhoods. These treatments are designed to prioritize bicycle through-travel, while reducing through traffic volumes and maintaining relatively low motor vehicle speeds.



Class IV Separated Bike Lanes

Class IV Separated Bike Lanes are on-street facilities reserved for use by bicyclists, with physical separation between the bikeway and travel lanes. They can be one-way facilities on both sides of the street or two-way facilities on one side of the street. Physical separation can include concrete curbs, landscaping, parking lanes, bollards, or other vertical elements.



Painted Conflict Markings and Conflict Zones

Painted Conflict Markings, commonly known as Conflict Zones are colored markings help alert vehicles of areas where the bicycle path and vehicle path intersect. Conflict Zone markings are predominantly used at intersections, where a left or right turning vehicle would cross the through bicycle movement, but can also occur in other scenarios.



Bike Boxes

A Bike Box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

