

2 . Related Plans

This chapter addresses BTA requirement (i): “A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.”

THE CITY OF RICHMOND HOPES that the Bicycle Master Plan (BMP) will have a significant positive impact on bicycling in the city. The BMP, though, is not the only effort aimed at improving conditions for bicyclists in Richmond nor is the City the only entity working toward such a goal. Instead, the BMP will build on and coordinate with a number of plans, projects and policies of other parties. These other efforts are being conducted by a variety of public agencies and are occurring not only at the local level but also at the county, regional and state levels.

This chapter provides an overview of the planning framework surrounding bicycling in Richmond by summarizing the key planning efforts that will affect, and in some cases be affected by, implementation of the BMP. Before doing so, it is worth highlighting the relationship between the BMP and three other planning efforts of particular relevance described in this chapter:

- **Richmond General Plan:** This is the City’s master planning document. As such, all other planning documents must be consistent with it. The BMP advances a number of policies and actions in the General Plan. These include developing citywide bicycle routes; identifying gaps in the network, major travel routes and priority safety improvements; expanding the network of multi-use paths; and implementing the highest industry standards for bicycle improvements and amenities.

- **Richmond Pedestrian Plan:** The City is currently developing its first Pedestrian Plan, which includes goals, conceptual plans and design guidance for enhancing the walking environment. In many instances, the Pedestrian Plan recommendations are congruent with those set forth in this Plan, and efforts should be made to coordinate the implementation of proposed projects.
- **Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP):** The bikeway network and support programs proposed in the BMP have been cross-checked for consistency with those in the CBPP. Such consistency will generally be necessary for the City to obtain Measure J funding for bicycle projects and programs from the Contra Costa Transportation Authority.

We recommend that City of Richmond planners, engineers and other staff responsible for transportation improvements and development-related projects familiarize themselves with the plans, projects and policies outlined in this chapter.

Planning efforts summarized in this chapter

Richmond plans

- General Plan
- Municipal Code
- Pedestrian Plan
- Five-Year Strategic Business Plan 2009-2014
- Community Redevelopment Agency Five-Year Implementation Plan
- Streetscaping and Trail Projects

Other cities' and county plans

- El Cerrito Circulation Plan for Bicyclists and Pedestrians
- Contra Costa Countywide Bicycle and Pedestrian Plan

Regional plans

- San Francisco Bay Trail

- Regional Bicycle Plan for the San Francisco Bay Area
- East Bay Regional Park District Master Plan
- MTC's Complete Streets/Routine Accommodation Policy

State plans

- Caltrans' Complete Streets Policy
- California Complete Streets Act

RICHMOND PLANS

General Plan

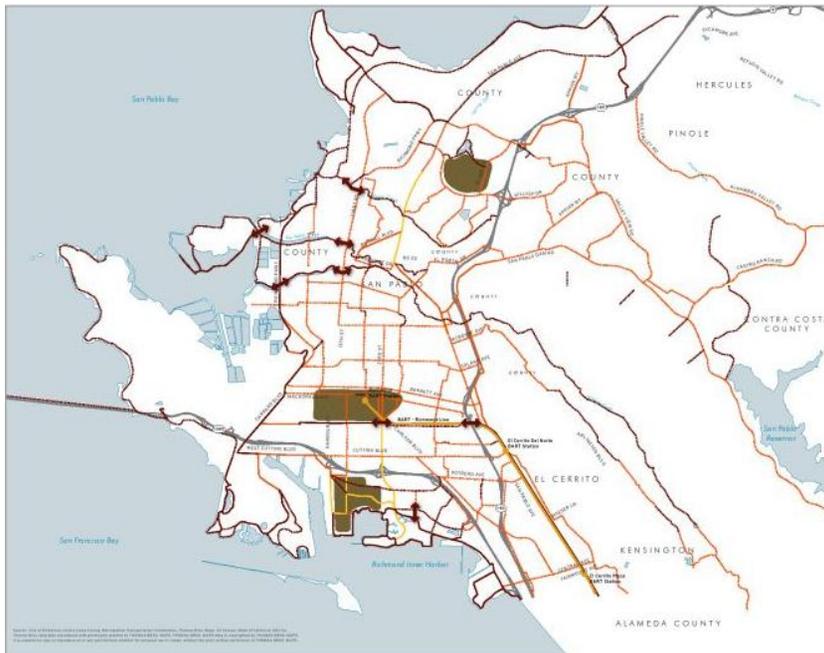


A general plan is a long-range planning document intended to guide the physical growth and the social and economic development of a city or county. It expresses a community's vision of its future and contains a jurisdiction's official policy statements related to the distribution of future land uses (both public and private), its transportation system, conservation of natural resources, protection of the public from safety hazards and a number of other development-related topics. The Richmond General Plan is in the process of being updated. The new plan, entitled "Shaping the New 100 Years," is **expected to be adopted in 2011**. The plan addresses locally relevant planning issues under 15 chapters, or subject-specific "elements."

Most of the information and policy statements related to bicycling appear in the **Circulation Element** (Element 4). The element emphasizes a "place-based" transportation planning approach, under which "potential enhancements to the street system must [in general] consider all modes of travel and should be based on a particular street's intended function and design character." The element includes a section on "Walking and Bicycling Patterns and Facilities" (pages 4.7–4.11) and a map of existing and planned Class I, II and III bike

routes (Map 4.1). One of the key findings of the Circulation Element is that “[a]lthough a network of existing streets, sidewalks and trails provide linkages and connectivity between neighborhoods, improvements are needed to enhance safety and comfort for pedestrians and bicyclists.” The five goals of the element are to expand the multimodal circulation system (CR1); promote walkable neighborhoods and livable streets (CR2); create a safe and well-maintained circulation system (CR3); ensure an efficient movement of goods (CR4); and promote sustainable and green practices (CR5). Policies and actions directly related to bicycling include:

[Need to check numbering of policies against adopted version of General Plan.]



Map of existing and planned bicycle and pedestrian improvements from the Richmond General Plan

- Policy CR1.1** **Balanced Modes of Travel:** Encourage multiple modes of travel in the City to enhance mobility for all....
- Policy CR1.3** **An Interconnected Street System:** Promote an interconnected system of streets that adequately serves current and future travel needs. By promoting an interconnected system for streets along with pedestrian, bicycle and transit facilities, the City can support streets that are compatible with surrounding land uses, street function and community character.
- Policy CR1.6** **Safe and Convenient Walking and Bicycling:** Promote walking and bicycling as a safe and convenient mode of transportation.
- Policy CR1.7** **Comprehensive Network of Multi-Use Trails:** Develop a comprehensive network of multi-use trails....
- Policy CR1.10** **Level of Service Standard:** Allow flexible Level of Service (LOS) standards to create streets that balance all modes of travel. Future improvements to major streets and intersections will consider design solutions that support walking, bicycling, and provide comfortable public spaces while continuing to function as thoroughfares that support the movement of vehicles....
- Action CR1.C** **Bicycle and Pedestrian Networks:** Develop citywide bicycle and pedestrian routes to make Richmond a more pedestrian and bicycle-friendly City. Identify gaps in the network, major travel routes and priority safety improvements. Expand the network of multi-use trails and off-street paths. Include connections to open space amenities...the Downtown, recreation destinations, commercial and mixed-use streets, transit stations and schools. Address pedestrian and bicycle connections in parking lots.

Ensure links to the regional trail network including the San Francisco Bay Trail, and consistency with the County Bicycle and Pedestrian Plan....

Action CR1.D Bicycle and Pedestrian Standards: Implement the highest industry standards for bicycle and pedestrian improvements and amenities in new development and redevelopment projects. Include adequate, safe and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping and lighting. Provide adequate connections to the existing and proposed bicycle and pedestrian network.... [R]equire owners of property along the shoreline to provide maximum feasible public access to the shoreline. Wherever feasible, include a condition to contribute to Bay Trail improvements as part of any large project approval.

Action CR1.E Trails and Greenway Program: Expand multi-use trails and greenways in the City. Provide connector trails and linkages to improve access from inner city neighborhoods to the regional open space in the hills and along the shoreline. Address barriers such as freeways, the Richmond Parkway and railroad tracks that limit shoreline access....

Policy CR2.2 Complete Streets: Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel....

Policy CR2.3 Integrated Bicycle and Pedestrian System: Plan, construct and maintain a safe, comprehensive and integrated bicycle and pedestrian system....

Action CR2.A Community Access and Mobility: Develop access and mobility in new development.... Access and mobility design features should:...Promote bicycle and pedestrian-friendly routes including completion of major trails and pathways like the San Francisco Bay Trail and Richmond Greenway...Include provisions to extract an easement for the completion of the Bay Trail along the Richmond

Shoreline; Strategically coordinate new park development and upgrades with street improvements (green streets, bicycle and pedestrian improvements); [and] propose locations for creek daylighting, creekside trails and other pedestrian-friendly corridors....

Action CR2.B Safe Routes to School: Develop safe routes to school in collaboration with West Contra Costa Unified School District and other educational institutions and service providers. Improve walking and bicycling access and safety to schools and after-school programs.

Action CR2.C Streetscape Improvement: Enhance access, safety and the streetscape experience for pedestrians, bicyclists and transit riders. Focus improvements in areas with the highest need such as the Downtown, mixed-use corridors, key intersections, designated pedestrian priority districts and multi-use trails that connect high-density areas of the City to parks and open space....

Action CR2.D Street Design: New development and redevelopment should include street design that supports public transit, bicycles and walking on all streets, consistent with and tailored to street or trail function and adjacent land use type.... Bicycle-friendly design should address lane widths, street and intersection crossings and parking areas....

Action CR2.E Signage and Wayfinding: Install comprehensive signage and wayfinding elements that addresses all modes of travel including transit, trucks, bicycles, multi-use trails and cars....

Action CR2.F Lower Speed Limit Zone Study: Explore the potential to designate streets around schools, parks and public gathering places as safety zones where the vehicular speed limit may be lowered to 20 miles per hour....

Policy CR3.1 Safety and Accessibility: Enhance safety and accessibility for pedestrians, bicyclists and public transit riders. Promote walking, bicycling and transit use by improving: key

intersections and streets...transit stations and stops...at-grade railroad crossings...and streetscape design...

Policy CR3.2 Adequate Maintenance: Ensure adequate maintenance of transportation facilities such as streets, trails, sidewalks and bicycle paths.

Policy CR3.3 Concurrent Infrastructure Development: Require concurrent infrastructure development for new and redevelopment projects that may have a significant impact on the existing circulation system including streets, trails, sidewalks, bicycle paths and public transit.

Action CR3.A At-Grade Railroad Crossings Improvements: Work with the railroads to improve safety at at-grade railroad crossings. Provide fair-share contributions to improvements where grade separations will enhance safety, community linkages and access for pedestrians, bicyclists and public transit....

Action CR3.B Traffic Calming: Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Engineering measures should consider emergency vehicle access as well as pedestrian and bicycle circulation and may include traffic circles, curb extensions, stop signs, narrow travel lanes, fewer travel lanes, landscaping and plantings.

Action CR4.A Goods Movement: Identify priority improvements such as grade separation and safety improvements for at-grade railroad crossings to reduce conflicts between different modes of travel.... [E]nsure that track capacity expansion in Richmond is accompanied by safety improvements including grade separation at crossings that carry high traffic, pedestrian and/or bicycle volumes, or have high accident rates....

Action CR5.A Transportation Demand Management: Encourage use of public transit, bicycling and walking in existing and proposed developments through measures that may include

transit subsidies, carshare service, parking cash-out programs, bicycle-share programs, bicycle amenities and facility enhancements.

Action CR5.D City Vehicles Transition: Increase the share of climate-friendly vehicles and use of climate-friendly fuels in the City and consider including bicycles in a corporate fleet where feasible.

Additional bicycle-related policies and actions are scattered throughout other elements of the Richmond General Plan. Key policies and actions not already mentioned above include:

Economic Development Element (Element 1)

Action ED5.A San Pablo Avenue Specific Plan: ...complete and implement the San Pablo Avenue Specific Plan.... Include design and infrastructure features in the Plan that support higher-density and mixed-use development, pedestrian and bicycle uses, public safety and active use and public transit service.

Action ED5.B 23rd Street Specific Plan: ...complete and implement the 23rd Street Specific Plan.... Include design and infrastructure features in the Plan that support higher-density and mixed-use development, pedestrian and bicycle uses, public safety and active use and public transit service.

Policy ED8.4 Public Access to the Shoreline: Improve public access to the Bay. The City supports the expansion of trails, viewpoints and supporting infrastructure to fully capitalize on the Southern Shoreline's prime access to the Bay....

Action ED8.A Southern Shoreline: Guide improvements in the Southern Shoreline Area...including...public access to the shoreline...bicycle and public transit service and amenities that link this area to the rest of the City...and infrastructure improvements such as streetscape, pedestrian-scale lighting, landscaping and grade separations at railroad crossings.

Land Use and Urban Design Element (Element 3)

- Policy LU1.3 A Range of High-Quality Community Facilities and Infrastructure:** Maintain high-quality facilities and infrastructure to serve diverse community needs...[including] multi-use trails....
- Policy LU3.3 Recreation and Tourism Industry:** ...Expand and complete the Bay Trail to enhance regional connections with Richmond's shoreline...
- Policy LU4.1 Richmond Shoreline:** ...develop shoreline parks and trails to increase public access; encourage recreation and tourism activities; and enhance and showcase historic and cultural resources....



Policy LU6.1 Pedestrian and Transit-Oriented Urban Environment: ...Support complete and balanced streets and an expanded multimodal circulation system.... Require new development and improvements to include amenities for pedestrians, bicycles and transit users....

Energy and Climate Change Element (Element 8)

- Policy EC2.6 Private Automobile Use:** Work toward creation of an urban landscape that will reduce reliance on private automobiles. Provide amenities and infrastructure that encourage safe and convenient use of public transit, walking and bicycling....
- Action EC2.F Promote Bicycle Use:** Encourage safe and convenient bicycle use by residents, employees and visitors. Consider

strategies that expand bicycling as a viable mode of transportation for people of all ages and abilities. Encourage businesses to provide bicycle amenities such as secured bicycle parking, showers and lockers for employees who bike to work.

Parks and Recreation Element (Element 10)

- Policy PR1.2 Multimodal Connections to Parks, Open Space and Recreational Facilities:** Improve connections to parks, open space and recreational facilities through an interconnected network of pedestrian-friendly green streets, multimodal corridors and trails. The City should enhance trails and greenways to provide recreational opportunities for residents, connect neighborhoods and community uses, improve access to natural resources and the shoreline and promote walking and bicycling. On-street connections should be pedestrian and bicycle-friendly and incorporate green infrastructure where possible....
- Action PR1.D Parkland Acquisition Plan:** Develop a parkland acquisition plan for achieving better distribution of parks in all neighborhood planning areas of the City and accomplishing an integrated system of parks.... Include considerations for trail and greenway expansion....
- Action PR1.F Shoreline Parks Plan:** ...Trails and greenways along the scenic shoreline should be enhanced to provide recreational opportunities and circulation access and to develop the shoreline as a visitor destination.... The plan should also include: an analysis of gaps and opportunity sites for completing and expanding the Bay Trail; identification of routes and improvements needed to connect the shoreline with core urban areas of the City; bicycle and pedestrian trails to provide local connections between the waterfront and surrounding neighborhoods; and provisions to complete planned regional trails including the San Francisco

Bay Trail, Richmond Greenway and Wildcat Creek Regional Trail....

Action PR1.K Inter-Agency Collaboration: Collaborate with the East Bay Regional Park District (EBRPD), California Department of Parks and Recreation (DPR), University of California and the National Park Service (NPS) to ensure coordinated management of Richmond’s many parks and trails....

Action PR3.A Sustainability Guidelines for Parks and Recreation Facilities: ...Key components of Richmond’s parks and open space system should include...using green streets and multi-use trails to link open spaces...[and] [r]etrofitting streets to be bicycle and pedestrian-friendly and developing multi-use trails to encourage non-vehicular modes of transit.

Action PR4.C Bay Trail and Shoreline Access Ordinance: Develop and adopt an ordinance that requires future developments near the shoreline to provide public access where the San Francisco Bay Trail is planned and to provide public access to the shoreline where feasible.

Community Health and Wellness Element (Element 11)



Policy HW1.1 An Integrated System of Parks, Plazas, Playgrounds and Open Space: Provide a comprehensive and integrated system of parks, plazas, playgrounds, trails and open space....The City should ensure adequate maintenance of these facilities to encourage safe and active use.

Action HW1.D Parks Maintenance Plan: Update the maintenance plan for all City-owned and operated parks, trails, landscapes

and greenways. Include funding mechanisms to support ongoing operations and life-cycle replacements....

Policy HW4.3 Safe and Convenient Walking and Bicycling: Promote walking and bicycling as a safe and convenient mode of transportation. Continue to improve pedestrian and bicycle amenities to serve the recreation and travel needs of residents and visitors in all parts of Richmond. Where feasible, the City should: connect major destinations such as parks, open spaces, civic facilities, employment centers and retail and recreation areas with pedestrian and bicycle infrastructure; promote shared roadways in residential streets; require new development and redevelopment projects to provide pedestrian and bicycle amenities, streetscape improvements and linkages to planned and completed City and regional multi-use trails; and develop safe routes to schools and out-of-school programs that allow access by bicycle and pedestrian paths or reliable and safe transit. Support construction of provide enhanced bicycle and pedestrian facilities, explore innovative solutions such as bicycle-sharing programs, encourage businesses, schools and residential developments to provide secure bicycle parking.

Policy HW8.1 Investment in Public Facilities: Prioritize public investment and improvements for public facilities and amenities that provide significant social, economic and community benefits in underserved neighborhoods...[including] streetscape improvements such as pedestrian-scale lighting, safe pedestrian and bicycle routes, landscaping and traffic calming....

National Historical Park Element (Element 15; refers to the Rosie the Riveter/World War II Home Front National Historical Park)

Policy NP1.2 Access to Resources: Support the expansion of transportation options to National Historical Park resources and

sites in the City. Prioritize access by public transit, bicycling and walking....

► www.cityofrichmondgeneralplan.org

Municipal Code

The Richmond Municipal Code contains all the City's ordinances. The code is organized into three tiers, beginning with article (or title), then chapter and ending with section. An article is a broad category under which ordinances on a related subject are compiled. Chapters deal with more specific subjects and are often derived from a single ordinance; all of the chapters on a related subject are grouped under one title. Lastly, sections contain substantive ordinance material. The Municipal Code is slated to be updated following adoption of the updated General Plan.

Most of the sections in the Richmond Municipal Code related to bicycling are found in Chapter 7.12 and articles XIV and XV (see below). In addition, Chapter 12.28 contains provisions on the construction, maintenance, excavation and inspection of streets in general and of sidewalks, while Section 11.08.010, under the "Public Safety and Welfare" article, prohibits "any person to ride a bicycle, motorcycle or motor scooter in city parks, playgrounds and playlots."

Chapter 7.12, Bicycles and Bicycle Establishments, generally deals with the licensing of bicycles and the regulation of certain bicycling-related businesses. The chapter forbids "any resident of the city to operate or use a bicycle within the city unless such bicycle has been licensed and is equipped as provided in this chapter" (§7.12.020) and contains additional provisions on bicycle licensing and registration (§7.12.030–100). Sections 7.12.120–290 outline the requirements for businesses "wherein used bicycles or bicycle parts are purchased, sold, exchanged, bartered, repaired, remodeled, dismantled or junked." Section 7.12.110 lists the rules of the road for bicyclists.

Article XIV, "Traffic," regulates vehicular and pedestrian traffic in the City. It contains the following bicycle-related provisions:

- 14.08.020 Traffic accident reports:** The Police Department shall maintain a suitable system of filing traffic accident reports. Accident reports or cards referring to them shall be filed alphabetically by location. Such reports shall be available for the use and information of the Director of Public Works.
- 14.08.030 Police department to submit annual traffic safety report:** The Police Department shall annually prepare a traffic report which shall be filed with the City Council. Such report shall contain information on traffic matters in the City as follows:
 1. The number of traffic accidents, the number of persons killed, the number of persons injured, and other pertinent traffic accident data;
 2. The number of traffic accidents investigated and other pertinent data on the safety activities of the police;
 3. The plans and recommendations of the division for future traffic safety activities.
- 14.12.050 Traffic regulations apply to persons riding bicycles or animals:** Every person riding a bicycle or riding or driving an animal upon a highway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle....
- 14.32.070 Restrictions on use of freeways:** No person shall drive or operate any bicycle, motor driven cycle, or any vehicle which is not drawn by a motor vehicle upon any street established as a freeway, as defined by State law....
- 14.44.090 Bicycle or motor scooter parking zones:** (a) When the Director of Public Works determines that the establishment of bicycle or motor scooter parking zones is necessary or desirable for the regulation of traffic, or to provide facilities for the temporary parking of bicycles or motor scooters being operated upon the public streets...he is authorized to set aside a space

on the street not more than thirty-six feet in length for the parking of bicycles or motor scooters

Article XV, "Zoning and Subdivisions," contains the City's zoning and subdivision ordinances. Section 15.08.410 enables the City to require a subdivider, as appropriate, "to dedicate such additional land as may be necessary and feasible to provide bicycle paths...if the subdivision...contains two hundred or more parcels." Section 15.08.550 requires that developer-provided bicycle paths "consist of asphalt surfacing with a minimum width of ten feet and a minimum thickness of one and one-half inches within a minimum right-of-way of sixteen feet" and have a maximum grade of ten percent. Chapter 15.12 specifies the transportation improvements that can be funded through trip-impact mitigation fees raised from new development under the West County Subregional Transportation Mitigation Program. Fundable bicycle projects include improvements at or near the I-80/San Pablo Dam Road interchange; storage at the El Cerrito Plaza, El Cerrito Del Norte and Richmond BART stations; and access improvements at the "Del Norte Area Transit Oriented Development Project." Lastly, Section 15.04.520.070, which establishes a "Special Features Overlay District" for the Point San Pablo Peninsula area, requires "[a]dequate provision...for automobile and bicycle parking at or near shoreline access points."

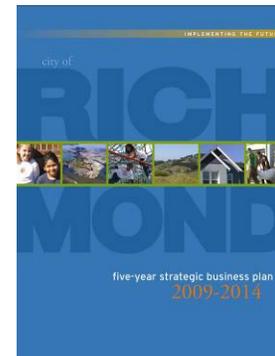
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Pedestrian Plan

The City is in the process of developing a plan to make Richmond a safer, more appealing place to walk. The Pedestrian Plan will provide direction on creating streets, sidewalks and surroundings that "calm" traffic, improve the comfort and mobility for people of all ages and abilities, and provide a positive environment for interaction and community pride. Pedestrian-friendly design solutions will be explored in locations where there have been collisions involving

pedestrians, and focus on "change areas" in the new General Plan, which present opportunities for revitalization. So that the plan can be applied citywide, special attention will be given to characteristics and challenges that appear in places throughout Richmond, such as the grid street and block pattern prevalent in many neighborhoods; railroad tracks and crossings; corridors that change from residential to commercial and industrial development; dead-end locations; and freeway on and off ramps and overpasses.

Five-Year Strategic Business Plan 2009-2014



The Strategic Business Plan (SBP) is one of the key tools for implementing the City's updated General Plan. The 2009–2014 SBP outlines the strategies, projects and programs that will support phased implementation of the General Plan over its first five-year period. The SBP guides development of the City's Capital Improvement Plan and operating budget, which are then used to prioritize the City's projects and programs on an annual basis.

The SBP is guided by five goals: maintain and enhance the physical environment; promote a safe and secure community; promote economic vitality; promote sustainable communities; and promote effective government. Each goal is underpinned by a set of objectives and each objective by a set of supporting actions. The SBP has a number of bicycle-related objectives and supporting actions, including to implement the Bicycle Master Plan (objective 1.3.e):

Goal 1: Maintain and enhance the physical environment

Objective 1.1: Increase the existing Paving Condition Index

Objective 1.2: Improve the street lighting system

Objective 1.3: Make Richmond more pedestrian- and bicycle-friendly

- 1.3.a Conduct a citywide sidewalk survey
- 1.3.b Increase collaboration with the school district to jointly fund improvements on safe routes to schools
- 1.3.c Rehabilitate concrete sidewalks, curbs and gutters for ADA compliance and safety
- 1.3.d Rehabilitate pedestrian paths in parks
- 1.3.e Implement the Bicycle and Pedestrian master plans
- 1.3.f Create connection between the Richmond Greenway Phase 2 and the Ohlone Pathway
- 1.3.g Connect and increase the number of “off-street” bicycle trails
- 1.3.h Complete the San Francisco Bay Trail in Richmond
- 1.3.i Establish an ordinance that requires utilities to remove obstructions in the public rights of way

Goal 2: Promote a safe and secure community

Objective 2.7: Enhance recreational facilities, programs and activities

- 2.7.b Upgrade and improve physical conditions of current recreation facilities
- 2.7.e Provide sustainable city activities which promote health, fitness and an appreciation of our environment

Objective 2.9: Improve traffic and pedestrian safety

- 2.9.a Revise traffic-calming standards
- 2.9.b Revise crosswalk standards
- 2.9.c Review and prioritize improvements to at-grade railroad crossings
- 2.9.d Inspect all traffic signals regularly

Goal 4: Promote sustainable communities

Objective 4.2: Promote and support the creation of healthy town centers and neighborhoods

- 4.2.a Complete the community design and implement the construction of 23rd Street streetscape improvements
- 4.2.d Upgrade streetlight aesthetics and illumination in two neighborhoods
- 4.2.e Revise City street and sidewalk standards

- ▶ www.ci.richmond.ca.us/index.aspx?NID=1785

Richmond Community Redevelopment Agency Five-Year Implementation Plan (FY2009/10-2013/14)

The Richmond Community Redevelopment Agency’s (RCRA) Implementation Plan outlines the agency’s proposed program of revitalization, economic development and affordable housing activities. The Redevelopment Program for the five years covered in the latest plan includes several bicycle-related items:

- Assist City departments with the implementation of pedestrian and bicycle safety programs, including street and sidewalk improvements, traffic calming projects, and expansion of, or improvement to, the local bicycle network.
- Set forth policies in partnership with other public agencies to provide open space in the community and improve programs at existing facilities. Potential improvements include community access to the waterfront and assistance in completing the Bay Trail and Point San Pablo Shoreline.
- Assist with the landscaping and creation of trails on City right-of-ways adjacent to railroad tracks and on former railroad rights-of-way, such as the Richmond Greenway.
- Assist City departments with the implementation of pedestrian and bicycle safety programs, including street and sidewalk improvements, traffic calming projects, and expansion of, or improvement to, the local bicycle network.

- ▶ <http://sireweb.ci.richmond.ca.us/sirepub/cache/2/03vbuf453lpkfo45w132i445/17016009172010021541325.PDF>

Streetscape and Trail Projects

In the last two years, the City of Richmond and RCRA have undertaken a number of streetscape and trail plans and projects, which, when fully implemented, promise to improve conditions for both pedestrians and bicyclists considerably. The most significant of these plans and projects are summarized below.

23rd Street Streetscape Improvements: In 2008, RCRA initiated a process to revitalize the 23rd Street commercial district from Bissell Avenue at the south to Costa Avenue at the north. The street functions as a north-south arterial connection for Central Richmond and San Pablo to Interstate 580 and the Marina Bay area of South Richmond. The emphasis of the revitalization plan is on a comprehensive streetscape improvement initiative that will reduce the number of travel lanes and widen the sidewalks; convert the street to two-way traffic and add sharrows; shorten crossing distances for pedestrians; and enhance community character through improved lighting and landscaping, and new community-gathering spaces.



Nevin Avenue Streetscape Improvements: More recently, in 2009, RCRA also began a process to improve pedestrian conditions on Nevin Avenue, a primarily residential corridor linking the Richmond Transit Village and Intermodal Transit Station with the recently

renovated Richmond Civic Center. The project area is approximately one-half mile long, extending from the Transit Station in the west to 27th Street in the east. The project's focus will be on improving the aesthetics and safety of the street as a bicycle boulevard through redesigned intersections with enhanced crosswalks, new curb and gutter, curb ramps to meet disabled-access requirements, pedestrian-scale lighting, enhanced landscaping, wayfinding signage and traffic-calming measures. The improvements are designed to complement similar projects along 23rd Street (see above) and Macdonald Avenue (see below).

Macdonald Avenue Streetscape Improvements: As part of RCRA's efforts to recast downtown Richmond as a vibrant, pedestrian-friendly "urban village," the agency is also implementing streetscape improvements on Macdonald Avenue. The first phase of the project targeted Macdonald from San Pablo Avenue to 39th Street and involved straightening the street; installing sidewalk bulb-outs, enhanced crosswalks and improved street lighting; and planting more than 130 street trees. The second phase, completed in 2009, extends from Harbour Way to 19th Street; it involves the installation of new street lights, landscaping, sidewalks, angled parking, street furniture and public art. Design documents have been completed for remaining segments but construction is pending identification of funds.



Bay Trail improvements: As mentioned later in this chapter, Richmond has more miles of completed Bay Trail alignment than any other city. Highlights from 2009 in the development of the local Bay Trail include opening of a trail link at Ford Point, installation of bike lanes or

bike routes on Hall Avenue between Marina Way South and Harbour Way South, and on Harbour Way South between Hall Avenue and Wright Avenue (accomplishments of RCRA); publication of a guide of the Ferry Point Loop Trail (by the Trails for Richmond Action Committee [TRAC], a local advocacy organization); donation by Chevron of a 1.5-mile easement on its refinery property for a trail between Interstate 580 and Point San Pablo; and launch of a \$1.6 million design project to connect Point Richmond and the Richmond–San Rafael Bridge. At least 5 miles of Bay Trail segments are expected to be completed by Spring 2011, including through Kaiser Shipyard 3, from Kaiser Shipyard 3 to Ferry Point, between Wildcat Creek and the former West County Landfill, and a 3-mile loop through the former landfill.



Richmond Greenway to Ohlone Greenway Connection: The Richmond Greenway (in central Richmond) and the Ohlone Greenway (in El Cerrito) end at roughly the same spot, off Key Boulevard in El Cerrito. These trails will be connected by way of a new signalized bicycle/pedestrian crossing at San Pablo Avenue and a new bicycle/pedestrian bridge over the confluence of the middle and south forks of Baxter Creek. This connection will improve access to

several BART stations and transit corridors, and provide regional connectivity between the San Francisco Bay Trail and the cities of Richmond, El Cerrito, Albany and Berkeley.

OTHER CITIES' AND COUNTY PLANS

El Cerrito Circulation Plan for Bicyclists and Pedestrians

The City of El Cerrito adopted this plan in 2007 as its bicycle and pedestrian master plan. The plan provides an overview of the city and of related plans, projects and policies; describes existing conditions, including facilities and demand estimates for bicycling and walking; identifies goals; designates a bikeway network and recommends specific route, bicycle detection, parking and wayfinding signage improvements; designates pedestrian routes and describes recommended route and intersection improvement projects; identifies “major activity centers” and other priority areas for improvement; contains facility design guidelines; describes recommended support programs; includes project prioritization and implementation strategies; and identifies funding opportunities.

The map of existing and proposed bikeways is on page 31 of the El Cerrito plan (Figure 14). The bikeways that connect to Richmond are the Ohlone Greenway (Class I); San Pablo Avenue, Potrero Avenue, Moeser Lane and Carlson Boulevard (Class II); and Rifle Range Road (into Wildcat Canyon Regional Park), Arlington Boulevard, Barrett Avenue, Key Boulevard, Manila Avenue, Schmidt Lane, Portola Drive, Waldo Avenue, Stockton Avenue, Lincoln Avenue and Lassen Street–Belmont Avenue (Class III). Of these bikeways, the only existing ones as of the date of adoption of the El Cerrito plan were the Ohlone Greenway and the Lassen Street–Belmont Avenue bike lanes.

- ▶ www.el-cerrito.org/public_works/pdf/CirculationPlan_adopted.pdf

Contra Costa Countywide Bicycle and Pedestrian Plan

The Contra Costa Transportation Authority updated its Countywide Bicycle and Pedestrian Plan in 2009. The plan describes existing conditions (namely the county's physical landscape, commute statistics and collision data); summarizes related planning efforts; establishes goals and policies; and reaffirms the countywide bikeway network designated in the previous countywide plan. The main existing and proposed segments of the countywide bikeway network in and near Richmond are Central Avenue, Carlson Boulevard, San Pablo Avenue, the Richmond and Ohlone greenways, Cutting Boulevard, Marina Way, Harbour Way, Wright Avenue, Hoffman Boulevard, Canal Boulevard, Ohio Avenue, Barrett Avenue, Garrard



Boulevard, Richmond Parkway, 20th Street, Market Avenue, Church Lane, El Portal Drive, Key Boulevard, Amador Street, San Pablo Dam Road, Hilltop Drive, Blume Drive, Fitzgerald Drive and Appian Avenue. The countywide bikeway network also encompasses much of the San Francisco Bay Trail (see below).

The plan also contains a list of implementation actions and establishes prioritization criteria to be used by the CCTA when awarding funds for bicycle, pedestrian and trail projects. The main purpose of the plan, however, is to provide tools for cities and other local agencies in Contra Costa on implementing bicycle and pedestrian projects. Accordingly, the plan outlines the main types of pedestrian and bicycle facilities and support programs that local jurisdictions can implement; provides online tools and resources on the planning and design of facilities and also of

pedestrian- and bicycle-friendly developments; outlines requirements for sponsors of transportation projects under MTC's complete streets/routine accommodation policy (see below); provides guidance on the application of the Americans with Disabilities Act to public rights-of-way; summarizes the main funding programs for bicycle and pedestrian projects and programs; and describes how cities can use the countywide plan to become eligible for funds from Caltrans' Bicycle Transportation Account.

► www.ccta.net/EN/main/bike/cbpp.html

REGIONAL PLANS

San Francisco Bay Trail

The Bay Trail is a planned continuous multi-use trail that, when complete, will encircle San Francisco and San Pablo bays. Approximately 500 miles long, the trail's planned alignment connects the shoreline of all nine Bay Area counties, links 47 cities and crosses all the toll bridges in the region. The alignment includes a continuous "spine" along or near the shoreline and many short "spurs" to the waterfront itself. Planning for the Bay Trail is coordinated by the nonprofit San Francisco Bay Trail Project, a project of the Association of Bay Area Governments.



To date, over 300 miles of the Bay Trail alignment have been developed as either off-street paths or on-street bicycle lanes or routes. Richmond has over 30 miles of completed Bay Trail, the most of any city. Completed segments—including off- and on-street—of significant length exist through Point Isabel Regional Shoreline, Eastshore State Park, Marina Bay, Miller-Knox Regional Shoreline, West County Landfill and Point Pinole Regional Shoreline and on Regatta Boulevard, Marina Way, Harbour Way,

Cutting Boulevard, Canal Boulevard, Seacliff Drive, Garrard Boulevard, the West County Landfill loop, Richmond Parkway and Atlas Road. On the other hand, almost 11 miles of Bay Trail gaps remain in Richmond; significant missing lengths are found between Kaiser Shipyard 3 and Ferry Point, from Point Richmond to the Richmond–San Rafael Bridge toll plaza, from the toll plaza to Point San Pablo Yacht Harbour and from Goodrick Avenue to Point Pinole Regional Shoreline. Chevron’s Long Wharf presents another significant obstacle to completing the Bay Trail through Richmond.

- ▶ www.baytrail.org (San Francisco Bay Trail Project);
- www.baytrail.org/maps/Carquinez_Strait.pdf (Bay Trail Project map covering Richmond)

Regional Bicycle Plan for the San Francisco Bay Area

In 2009, the Metropolitan Transportation Commission (MTC)—the regional transportation planning agency for the Bay Area—updated its Regional Bicycle Plan for the San Francisco Bay Area. The new plan updates the designated regional bikeway network, one of the purposes of which is to focus MTC’s spending on high-priority facilities that serve regional trips. The regional bikeway network extends approximately 2,140 miles and the estimated cost to complete it is just over \$1.4 billion, approximately half of which is for toll bridges that currently lack bicycle access.

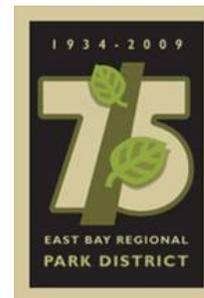
The MTC plan breaks down the length and completion cost of the regional bikeway network by county, though not by city. The network includes 319 miles in Contra Costa County, of which 181 miles (almost 60 percent) have been built or are fully funded and awaiting development. The plan estimates the cost to complete the bikeway network within Contra Costa, excluding the toll bridges, at almost \$26 million. A map of the Contra Costa portion of the regional bikeway network is shown on page 35 of the MTC plan. In and near Richmond, the existing and proposed network encompasses much of the San

Francisco Bay Trail (see above), the Richmond and Ohlone greenways, Barrett Avenue, San Pablo Avenue, Appian Way, Atlas Road, Wildcat Creek Trail and San Pablo Dam Road.

- ▶ www.mtc.ca.gov/planning/bicyclespedestrians/MTC_Regional_Bicycle_Plan_Update_FINAL.pdf

East Bay Regional Park District Master Plan

The East Bay Regional Park District (EBRPD) serves as a regional park agency for Contra Costa and Alameda counties, acquiring, developing, managing and maintaining parkland. It encompasses more than 98,000 acres, with 65 parks and over 1,100 miles of mostly unpaved trails. The trails are designed to connect parks and communities and use publicly owned rights-of-way in cooperation with other agencies, with the goal of developing a regional trail network that provides nonmotorized transportation and recreational opportunities.



EBRPD’s most recent master plan was adopted in 1997. Trails-related priorities in the plan include completing the missing sections of the San Francisco Bay Trail (see above) and Bay Area Ridge Trail, and developing key trail segments in eastern Alameda and Contra Costa counties. The district hopes to begin updating its master plan in 2010. In the meantime, it updated the master plan map in 2007, showing all existing and potential parklands and trails in its system, including 84 trail gap segments needed to complete the district’s trail network. In and near Richmond, EBRPD’s network of existing and potential trails encompasses much of the San Francisco Bay Trail (see above), the Richmond and Ohlone greenways, Wildcat Creek Trail, and the East Bay Skyline National Recreation Trail through Wildcat Canyon Regional Park.

► www.ebparks.org/planning/mp

MTC's Complete Streets/Routine Accommodation Policy

"Routine accommodation" refers to the practice of considering the needs of pedestrians and bicyclists habitually in the planning, design, funding and construction of transportation projects. "Complete streets" is a related concept that describes roadways designed and operated for safe and convenient access by all users, including bicyclists, pedestrians and transit riders.



In June 2006, the Metropolitan Transportation Commission (MTC) adopted a complete streets/routine accommodation policy for the region. The policy states that projects funded all or in part with regional funds "shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64" (see below) in the full project cost. The policy requires that sponsors of transportation projects—which could include the City of Richmond—complete a project checklist for any project submitted for funding to MTC that has the potential to impact bicycle or pedestrian use negatively. The checklist is meant to ensure that project sponsors evaluate the need for bicycle and pedestrian facilities as part of project planning—ideally at the earliest stage—and accommodate such facilities in the design and budget of their projects.

► www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

STATE PLANS

Caltrans' Complete Streets Policy

In 2001, the California Department of Transportation (Caltrans) adopted a routine accommodation policy for the state in the form of Deputy Directive 64, "Accommodating Nonmotorized Travel." The directive was updated in 2008 as "Complete Streets—Integrating the Transportation System." The new policy reads in part:

The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The Department develops integrated multimodal projects in balance with community goals, plans, and values. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. Bicycle, pedestrian and transit travel is facilitated by creating "complete streets" beginning early in system planning and continuing through project delivery and maintenance and operations....

The directive establishes Caltrans' own responsibilities under this policy. Among the responsibilities that Caltrans assigns to various staff positions under the policy are:

- Ensure bicycle, pedestrian, and transit interests are appropriately represented on interdisciplinary planning and project delivery development teams.
- Ensure bicycle, pedestrian, and transit user needs are addressed and deficiencies identified during system and corridor planning, project initiation, scoping, and programming.
- Ensure incorporation of bicycle, pedestrian, and transit travel elements in all Department transportation plans and studies.

- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Research, develop, and implement multimodal performance measures.

▶ http://www.calbike.org/pdfs/Caltrans_DD-64.pdf

California Complete Streets Act

Assembly Bill 1358, the “California Complete Streets Act of 2008,” requires “that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users [including] motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation....” This provision of the law goes into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and Research to amend its guidelines for the development of circulation elements so as to assist cities and counties in meeting the above requirement.

▶ leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html