

C | Local Bicycle Data

AS DESCRIBED IN GREATER DETAIL IN CHAPTER 8, “Other Tools for Local Agencies,” the information in this appendix can be used to qualify the CBPP as a local plan by jurisdictions that wish to adopt it to meet Caltrans’ requirements for funding eligibility under the state’s Bicycle Transportation Account (BTA). The information has been organized into five tables, covering the cities under each of the four RTPCs in Contra Costa and the unincorporated areas. Rows a-k in the tables correspond to the 11 BTA-required informational topics, in the same order as they appear in section 891.2 of the Streets and Highways Code. The five tables are:

C-1. West County cities (El Cerrito, Hercules, Pinole, Richmond and San Pablo)	C-2
C-2. Central County cities (Clayton, Concord, Martinez, Pleasant Hill and Walnut Creek)	C-10
C-3. East County cities (Antioch, Brentwood, Oakley and Pittsburg)	C-17
C-4. Southwest County cities (Danville, Lafayette, Moraga, Orinda and San Ramon)	C-23
C-5. Unincorporated areas	C-30

Table C-1 | West County cities

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
(a) Estimated number of existing and projected bike commuters	Chapter 2, "Existing Conditions," includes this information.				
	This information is also discussed in section 2.4 of the city's bicycle and pedestrian plan.	See above.	See above.	See above.	See above.
(b) Existing and proposed land use patterns	<ul style="list-style-type: none"> By far, the predominant land uses are very low- and low-density single-family residential and open space (there are several large open-space areas in the center and eastern side of the city). Institutional uses are scattered while medium- and high-density residential and commercial uses are clustered along San Pablo Av and the BART line. In recent years, the San Pablo Av corridor has seen a number of commercial and civic redevelopment projects. Most public buildings are located in the city's Midtown section, along San Pablo Av. There are 13 schools. There are no 	<ul style="list-style-type: none"> West of I-80, the predominant land uses are low-density single-family residential and public recreational open space; there are scattered areas of other common land use types, with the civic center and a cluster of commercial uses south of John Muir Pkwy and a large school site along Refugio Valley Rd. East of I-80, no land use predominates; the historic town center is located here, as are the large New Pacific Properties mixed-use development and the Bio-Rad R&D complex. Most public buildings are located in the civic center. There are four schools. Bio-Rad is a ma- 	<ul style="list-style-type: none"> The most common land use is low-density residential. North/west of I-80 there are significant pockets of medium- and high-density residential, commercial and mixed use—especially along San Pablo Avenue—and several parks. South/east of I-80, there are large parks and open spaces and areas of suburban/rural residential and regional commercial uses. Public facilities are scattered throughout. Most public buildings are located in the city's historic downtown. There are 11 schools. There are no major employment centers and the major shopping areas include Pinole Vista shopping 	<ul style="list-style-type: none"> The predominant land uses are, in the center of the city, medium-density residential and institutional; north of San Pablo, low-density residential and the Hilltop Mall complex; and near the Sobrante Ridge, very low-density residential. There are several very large open spaces on the periphery, such as Point Pinole, Point Molate and Wildcat Canyon Regional Park. Owing to Richmond's history as a seaport, there are industrial uses on the waterfront, the most significant of which is the Chevron facility. Most public buildings are located in the civic center. There are 30 public 	<ul style="list-style-type: none"> The primary land uses are low- and medium-density single-family residential. Institutional uses, in particular Contra Costa College and St Joseph's Cemetery, also make up a large portion of the city. Commercial uses are clustered along San Pablo Av and San Pablo Dam Rd. Most public buildings are found along San Pablo Av. There are 16 schools and one college (Contra Costa College). Major employers include the college and Casino San Pablo. The main shopping areas are the San Pablo Av and San Pablo Dam Rd commercial districts.

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	<p>major employment centers and the main shopping areas are El Cerrito Plaza shopping center and the San Pablo Avenue commercial district.</p> <ul style="list-style-type: none"> Sections 1.2 and 2.3 of the city's bicycle and pedestrian plan discuss this topic (incl. figure 3, the land use map, and figures 8 and 9, which show location of key destinations). 	<p>major employer. There are no major shopping centers.</p>	<p>center and the "big box" center on Fitzgerald Dr.</p>	<p>schools and several private ones. The major shopping areas are Hilltop Mall, the Richmond Shopping Center and a "big box" district near Point Isabel. Major employment centers include the downtown (with Kaiser Permanente medical center and offices of the Social Security Administration), the seaport and the Chevron facility.</p>	
	<p>Chapter 2, "Background," includes a countywide map of land use designations in Contra Costa. Local jurisdictions adopting the CBPP to meet Caltrans' BTA requirements should supplement it with their zoning map or land use designation map from their general plan (these maps would show local land uses in much greater detail than does the map in the CBPP).</p>				
(c) Existing and proposed bike-ways	<ul style="list-style-type: none"> There are bike lanes on Carlson Blvd (between San Pablo Av and the city limits) and Eastshore Blvd (between Potrero Av and San Pablo Av) and a bike route, with shared-roadway markings, on Richmond St. The Ohlone Trail traverses the length of the city in a north-south direction. The city's bicycle and pedestrian plan discusses existing facilities 	<p>The only on-street bikeway on the countywide network is San Pablo Av. The Refugio Creek Trail bisects the city in an east-west direction and connects to the Bay Trail alignment, which remains undeveloped through the city.</p>	<p>The on-street bikeways—existing or proposed—on the countywide network are San Pablo Av, Appian Way, Fitzgerald Dr and Pinole Valley Rd. The Pinole Creek Trail travels from near I-80 to the shoreline, where it connects to the Bay Trail.</p>	<ul style="list-style-type: none"> The main on-street bikeways—existing or proposed—on the countywide network are San Pablo Av, Cutting Blvd, Carlson Blvd, Central Av, Amador St, Marina Way, Richmond Pkwy, Hilltop Dr, Blume Dr and the private road that extends to Point San Pablo. There are many developed segments of the Bay Trail, from Point Isabel to Point Pinole. The city is developing 	<p>The main on-street bikeways—existing or proposed—on the countywide network are San Pablo Av, Market St, Church Ln, 21st St, San Pablo Dam Rd and Amador St. The Wildcat Creek Trail traverses the city in an east-west direction.</p>

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	<p>in section 2.2 and proposed facilities in sections 5.4 and 5.5 (incl. figure 14, a map of proposed bikeways).</p>			<p>the Richmond Greenway, parallel to MacDonald Av, and segments of the Wildcat Creek Trail.</p> <ul style="list-style-type: none"> There are several additional locally designated class I, II and III bikeways, both existing and proposed. 	
	<p>Chapter 6, "Bicycle Improvements," includes maps of the countywide bikeway network. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with the local pages from the countywide bikeway "atlas" (the atlas shows many locally designated bike paths, lanes and routes that are not part of the countywide network).</p>				
(d) Existing and proposed bike-parking facilities	<ul style="list-style-type: none"> In 1999, the city installed 21 racks at popular retail and service businesses on San Pablo Av. Racks have also been installed at El Cerrito Plaza, the community center and at many schools and parks. The new City Hall will have four electronic bike lockers and eight racks. Also see (e), below. The city's bicycle and pedestrian plan discusses existing parking facilities in section 2.2 and proposed ones in section 5.5 (incl. figure 15, a map of proposed 	<p>The public library has bike racks while the community center has lockers. There are racks also at shopping centers. Also see (e), below.</p>	<ul style="list-style-type: none"> City Hall has an eight-space rack. Among recreation facilities, there are existing racks at Canyon Drive Park (with an additional rack proposed), Pinole Swim Center (six spaces) and Pinole Youth Center (four spaces); racks are proposed for Pinole Valley, Louis Francis, Meadow and Pinon parks and for Pinole Valley Tennis Courts. The city requires bicycle parking for land uses requiring twenty or more auto spaces. As part of improvements, Pinole 	<p>City hall has covered bike racks. Also see (e), below.</p>	<p>The city has not been able to provide this information.</p>

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	parking facilities).		Valley shopping center will be required to install five racks, each with a capacity for five bikes. Kaiser Hospital is expected to install a rack.		
	The maps of the countywide bikeway network in the CBPP show the location of bicycle parking facilities at transit stations and park-and-ride lots. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a map showing additional local bicycle parking facilities.				
(e) Existing and proposed inter-modal facilities for bike parking and transport	There are two BART stations, El Cerrito Plaza and El Cerrito del Norte. The city installed 48 on-demand lockers at the El Cerrito Plaza station; after BART's removal of the old, single-user lockers, the new lockers are now at capacity. The city and BART will be installing 14 on-demand lockers at the Del Norte station.	The transit center and the BART park-and-ride lot have e-lockers.	There are none.	There are 16 lockers and numerous racks at the BART/Amtrak station. There is no bike parking at the Richmond Parkway transit center.	The park-and-ride lot has lockers and racks.
	<ul style="list-style-type: none"> WestCAT serves primarily Hercules and Pinole but also the remaining three jurisdictions. All WestCAT buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes. El Cerrito, Richmond and San Pablo are additionally served by AC Transit. All AC Transit buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes. There are no racks on transit vans, on Route G buses or on Transbay Express buses. The maps of the countywide bikeway network in the CBPP show the location of the above-mentioned transit stations and park-and-ride lots. 				
(f) Existing and proposed facilities for changing	The maps of the countywide bikeway network in the CBPP show the location of publicly accessible changing and storing facilities, as required by Caltrans. Additionally, this table includes members-only fitness centers that have changing and storing facilities.				
	The city's Public Safety Building, Corporation Yard	The community center has shower, changing and	City Hall offers lockers and shower facilities to all city	There are three fitness centers that provide lock-	There is one fitness center that provides lockers and

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
and for storing clothes and equipment	and new City Hall have showers and lockers for city employees. Also, there are two fitness centers that provide lockers and showers for its members.	storage facilities. Also, there is one fitness center that provides lockers and showers for its members.	employees.	ers and showers for its members.	showers for its members.
(g) Safety, education and law-enforcement programs and their effect on bike accidents	<ul style="list-style-type: none"> ■ The city sponsors two "Bike to Work Day" stations. Also, it includes bike-safety education in its "Environmental Workshop" series; previous courses—coordinated with the police department—were taught by a League of American Bicyclists-certified instructor. The police department has a bicycle patrol. The city has a helmet law for all cyclists and a requirement that bikes be registered; however, the registration program has been inactive because of staff limitations. ■ Section 9.1 of the city's bicycle and pedestrian plan discusses this topic. 	The city did not report any programs.	The city did not report any programs.	<ul style="list-style-type: none"> ■ Richmond and San Pablo are the focus of an active "Street Smarts" campaign of Contra Costa County Health Services. The program makes presentations on traffic-safety education at elementary schools; distributes helmets and "incentive" items (such as fridge magnets); produces bike rodeos (often in partnership with police departments and school districts); and conducts public-information campaigns aimed at drivers (bumper stickers, ads on bus shelters and cable TV, newsletter inserts, posters at schools and local businesses). ■ The city has received a \$400,000 "Safe Routes to School" grant from Caltrans to improve access to five schools. 	San Pablo and Richmond are the focus of an active "Street Smarts" campaign of Contra Costa County Health Services (see cell at left).

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	None of the jurisdictions has concrete information about the effect on bicyclists' safety of their education and safety programs.				
(h) Extent of citizen and community involvement in developing the CBPP	Chapter 1, "Introduction," describes the extent of public involvement in the development of the CBPP. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of public involvement in the local process to adopt the CBPP.				
	Section 1.4 and Appendix B of the city's bicycle and pedestrian plan discuss public involvement in the development of that plan.	See above.	See above.	See above.	See above.
(i) Relation to other plans and programs	<ul style="list-style-type: none"> ■ Two of the four goals of the transportation and circulation element of the general plan address biking: "A transportation system that allows ... travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle" and "A land use pattern that encourages walking, bicycling, and public transit use." ■ In June 2007, the city adopted a <i>Circulation Plan for Bicyclists and Pedestrians</i>. The plan is designed to comply with Caltrans' BTA requirements and Appendix H of the plan references the sections that address each requirement. Also, section 1.3 and Appendix 	<p>The circulation element of the general plan includes among its "subgoals" to "Provide a comprehensive system of riding and hiking trails." It also includes a policy to "promote the establishment of riding and hiking trails throughout the community and coordinate with other agencies planning trail systems in the area and region." Lastly, one of the implementation actions is to "encourage pedestrian and bicycle travel for home-to-work and home-to-local-shopping trips through the provision of pathways and bicycle storage."</p>	<p>The circulation element of the general plan includes among its seven goals to "Develop and maintain a comprehensive pedestrian, bicycle, hiking and equestrian circulation network and trails system which connects open space, activity areas and recreation areas, provides linkages to regional trails and open space, offers safe recreation opportunities, and provides an alternative to automobile travel."</p>	<p>The city of Richmond is in the process of updating its general plan, last developed in 1994, and has released a draft of the plan. One of the goals of the Circulation Element of the 2009 draft general plan is "Expand the Multimodal Circulation System" (CR1). Bicycling-related policies include:</p> <ul style="list-style-type: none"> • "Promote walking and bicycling as a safe and convenient mode of transportation" (CR1.6) • "Develop a comprehensive network of multi-use trails including the Richmond Greenway and the San Francisco Bay Trail to enhance bicycle and pedestrian connectivity throughout the City and the region" 	<ul style="list-style-type: none"> ■ The circulation goal of the "Circulation, Public Facilities and Services" element of the general plan includes to "expand the mobility options for residents, including pedestrian enhancements, bicycle paths, bus systems, multi-modal facilities and other forms of mass transit." Specific policies include providing and maintaining a "safe and comprehensive bicycle system..." and developing a bicycle master plan. ■ The city is developing a streetscape improvement plan for 23rd Street. The draft plan calls for removing a lane on the street and possibly in-

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	C discuss coordination and consistency of the plan with other plans and programs.			(CR1.7) • “Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel” (CR2.2) • “Create and maintain a safe, comprehensive and integrated bicycle and pedestrian system” (CR2.3) • “Enhance safety and accessibility for pedestrians, bicyclists and public transit riders” (CR3.1) • “Ensure adequate maintenance of transportation facilities such as streets, trails, sidewalks and bicycle paths” (CR3.2) • “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” (CR3.3)	stalling bike lanes.
Chapter 3, “Relationship to Other Plans,” describes the relationship of the CBPP to other countywide and regional planning efforts and to local pe-					

	EL CERRITO	HERCULES	PINOLE	RICHMOND	SAN PABLO
	pedestrian, bicycle and trails plans. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of how the CBPP is consistent with other <i>local</i> plans and programs.				
(j) Proposed projects and priorities for implementation	Chapter 9, "Implementation," describes the Authority's priorities for funding pedestrian and bicycle projects. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a list of projects within their jurisdiction from the Countywide Transportation Project List and any other locally prioritized projects, including a discussion of how those projects were selected as priorities.				
	Sections 5.4 and 10.1 of the city's bike/ped plan discuss this topic.	See above.	See above.	See above.	See above.
(k) Past expenditures and future needs for bicycle facilities	<ul style="list-style-type: none"> ■ The city estimates it has spent approximately \$2,000,000 on both bicycling and pedestrian facilities in the past five years. It anticipates spending about that much again in the next several years. ■ Section 10.1 of the city's bike/ped plan discusses future needs. 	The city estimates that, within the past five to six years, it has spent approximately \$120,000 to incorporate sidewalks and bike lanes as part of new-road construction. It also estimates, on average, annual expenditures of \$10,000 for maintenance of bicycle and pedestrian facilities.	The only recent expenditure was approximately \$380,000 for construction of the Prune Street bike/ped bridge, over Pinole Creek.	The city estimates spending approximately \$5.5 million (much of it in grant funds) over the past five years on a variety of bicycle and pedestrian projects. These include improving the Ferry Point tunnel for cyclists and constructing or improving segments of the Richmond Greenway and the Bay Trail.	The city estimates it has spent approximately \$900,000 on capital improvements for both pedestrians and cyclists in the past five years, including the striping of bike lanes and design and construction of Wildcat Creek Trail segments. The majority of the expenditures, however, have been for pedestrian facilities.
	Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with an estimate of funding needed to implement their list of priority projects.				

Table C-2 | Central County cities

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
(a) Estimated number of existing and projected bike commuters	Chapter 2, "Existing Conditions," includes this information.				
	See above.	The city's trails plan discusses this topic on page F-1.	See above.	See above.	See above.
(b) Existing and proposed land use patterns	<ul style="list-style-type: none"> ■ The predominant land use is low- and medium-density single-family residential, with large open-space areas on the city's east side. Commercial uses are clustered in the town center and in the city's north-west corner. ■ Most public buildings are clustered in the small town center. There is one elementary and one middle school. There are no major employment centers and the main shopping area is Clayton Station shopping center. 	<ul style="list-style-type: none"> ■ Development consists mostly of low- and medium-density single family residential. There is a significant downtown area and most other common land uses, including several large open spaces, can be found scattered throughout. The decommissioned Concord Naval Weapons Station and the campus of California State University, East Bay (CSUEB) occupy large areas of the city. ■ There are concentrations of office and commercial buildings in and near downtown and west of Rt 242. There are more than 30 schools and one university (CSUEB). 	<ul style="list-style-type: none"> ■ The predominant land uses are low- and medium-density single-family residential and recreational open-space, particularly in the southern and western sides. Small areas of most other major land use types are scattered throughout. The downtown occupies the northwest corner of the city. ■ Most public buildings (both city and county, since Martinez is the county seat) are located in the downtown and near Hwy 4 at Center Av. There are ten schools. The downtown is a significant employment center. 	<ul style="list-style-type: none"> ■ The predominant land use is low- and medium-density single-family residential, with several large recreational open-space areas. There are small areas of most other major land use types scattered throughout. Commercial uses are concentrated along Contra Costa Blvd. Diablo Valley College occupies a large area of the city in the north side. ■ There is no clear concentration of public buildings but City Hall is located in the new downtown. There are approximately 20 schools and one college (Diablo Valley). Most shopping occurs downtown, at Pleasant Hill 	<ul style="list-style-type: none"> ■ The predominant land uses are low- and medium density single-family residential. There is a significant downtown east of I-680, near the Hwy 24 interchange, and areas of most other major land uses surrounding the downtown. There are several large open-space areas on the periphery, primarily on the east side. ■ There is a concentration of public buildings in the downtown. There are approximately 27 schools. Downtown and Broadway Plaza are major shopping destinations while Shadelands business park and Contra Costa Centre are major employment centers.

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
		<p>Shopping is concentrated in the downtown and at Sunvalley, Willows and smaller, neighborhood shopping centers. There is a concentration of large office buildings between downtown and Rt 242.</p> <ul style="list-style-type: none"> ■ The maps on figures 1, 2 and 5 of the city's trails plan show the location of schools, parks, other public facilities and shopping areas. 		<p>shopping center and elsewhere along Contra Costa Blvd. There are no major employment centers.</p>	
	<p>Chapter 2, "Background," includes a countywide map of land use designations in Contra Costa. Local jurisdictions adopting the CBPP to meet Caltrans' BTA requirements should supplement it with their zoning map or land use designation map from their general plan (these maps would show local land uses in much greater detail than does the map in the CBPP).</p>				
(c) Existing and proposed bike-ways	<ul style="list-style-type: none"> ■ The on-street bike-ways—existing or proposed—on the countywide network are Kirker Pass, Clayton Rd, Marsh Creek Rd, Concord Blvd and Pine Hollow Rd. The city has approximately 25 miles of trails, including Mt Diablo Creek Trail, which bisects the city, in a NW-SE direction. ■ There are several additional, locally designated 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—on the countywide network are Concord Av, Monument Blvd, Willow Pass Rd, Meadow Ln, Oak Grove Rd, Treat Blvd, Cowell Rd, Industrial Way, Solano Way, Grant St, East St, Turtle Creek Rd, Ygnacio Valley Rd and Pine Hollow Rd. There are several important trails, including the Contra Costa Canal, Iron Horse 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are Marina Vista, Escobar St, Alhambra Av, Berrellesa St, Pacheco Blvd and Muir Rd. A short stretch of the Contra Costa Canal Trail runs along the eastern city limit. ■ There are several additional locally designated class I, II and III bikeways, both existing and proposed. 	<ul style="list-style-type: none"> ■ The on-street bike-ways—existing or proposed—on the countywide network are Taylor Blvd, Pleasant Hill Rd, Gregory Ln, Geary Rd and Contra Costa Blvd. The Contra Costa Canal Regional Trail bisects the city in a north-south direction and a short stretch of the Iron Horse Regional Trail runs along the eastern city limit. 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—on the countywide network are Ygnacio Valley Rd, N Main St, Oak Grove Rd, Newell Av, N California Blvd and Olympic Blvd. There are several important trails, including the Contra Costa Canal Regional Trail and the Iron Horse Regional Trails, which bisects the city in a north-south direction.

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
	<p>class II bikeways. Also, the Black Diamond Mines and Donner Creek trails traverse the city.</p>	<p>and BART alignment trails.</p> <ul style="list-style-type: none"> There are several additional locally designated class I, II and III bikeways, both existing and proposed. The city's trails plan contains more detailed information on existing and proposed bikeways on pages 2-3 to 2-10 and figures 4 and 5. 	<ul style="list-style-type: none"> Martinez is one of only two places in the Bay Area (the other being the Golden Gate Bridge) where the Bay Area Ridge Trail and the San Francisco Bay Trail converge. 	<ul style="list-style-type: none"> There are several additional locally designated class I, II and III bikeways, both existing and proposed. 	<ul style="list-style-type: none"> There are several additional locally designated class I, II and III bikeways, both existing and proposed.
	<p>Chapter 6, "Bicycle Improvements," includes maps of the countywide bikeway network. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with the local pages from the countywide bikeway "atlas" (the atlas shows many locally designated bike paths, lanes and routes that are not part of the countywide network).</p>				
(d) Existing and proposed bike-parking facilities	<p>The city did not report any parking facilities.</p>	<p>The city did not report any parking facilities. The topic of bicycle parking is discussed, in general terms, on pages 3-1 to 3-2 of the city's trails plan.</p>	<ul style="list-style-type: none"> Several years ago, the city installed 20-30 bicycle racks on the sidewalk at a number of downtown location. The County Administration building has bike lockers. Also see (e), below. 	<p>The city did not provide a list of location. However, it mentioned that bicycle parking is required in all new public and semipublic uses (the number of spaces to be specified by the use permit) and in commercial uses (one space plus two percent of the number of car-parking spaces required). There are bike racks at the Diablo Valley College campus.</p>	<p>The city has provided a list of 120 location where racks have been installed. They include City Hall, the library, most parks and many schools and businesses. The list specific the number of racks and their type and capacity at each location, whether the racks were installed correctly and whether there are restrooms and drinking water nearby. Also see (e), below.</p>
	<p>The maps of the countywide bikeway network in the CBPP show the location of bicycle parking facilities at transit stations and park-and-ride lots. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a map showing additional local bicycle parking facilities.</p>				

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
(e) Existing and proposed inter-modal facilities for bike parking and transport	There are none.	There are two BART stations: Concord (downtown) and Concord-Martinez (north Concord). Both stations have ample bike parking in the form of racks and lockers. The city's trails plan discusses this topic on page 3-2.	The city has an Amtrak station, which has 20 lockers. Amtrak has racks for two bikes in most cars. The BART park-and-ride lot has racks and lockers.	The Pleasant Hill BART station (actually located outside city limits, in the unincorporated county) has ample bike parking, in the form of both racks and lockers.	The Walnut Creek BART station has ample bike parking, in the form of both racks and lockers.
	<ul style="list-style-type: none"> ■ All five jurisdictions are served by County Connection. All County Connection buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes. Two bicycles are allowed inside the bus when there are no wheelchair passengers. ■ The maps of the countywide bikeway network in the CBPP show the location of the above-mentioned transit stations and park-and-ride lots. 				
(f) Existing and proposed facilities for changing and for storing clothes and equipment	The maps of the countywide bikeway network in the CBPP show the location of publicly accessible changing and storing facilities, as required by Caltrans. Additionally, this table includes members-only fitness centers that have changing and storing facilities.				
	There are three fitness centers that provide lockers and showers for its members. In addition, showers and lockers are available at City Hall for city employees.	There are six fitness centers that provide lockers and showers for its members. The city's trails plan discusses this topic on pages 3-2 to 3-3.	There are two fitness centers that provide lockers and showers for its members.	There are four fitness centers that provide lockers and showers for its members. City Hall has showers, changing areas and lockers for its employees.	There is approximately a dozen fitness centers that provide lockers and showers for its members. City Hall provides lockers and showers for all city employees. The city believes, but has not confirmed, that several new office buildings around the BART station were required to provide shower facilities when approved.
(g) Safety, education and law-enforcement programs	With the cooperation of local schools, the city has implemented a "safe routes to school" program and establishment of safe	<ul style="list-style-type: none"> ■ The police department occasionally performs increased traffic enforcement in areas with high collision rates; it 	The city did not report any programs.	The city implemented (on an annual cycle) a school outreach program at every elementary school to promote walking and cycling	<ul style="list-style-type: none"> ■ The city coordinates traffic and bicycle safety education with the three local school districts and offers transportation-

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
and their effect on bike accidents	<p>routes is an official policy (see [I], below). Also, the city regularly provides traffic-safety information in its semi-annual newsletter, distributed to all residents.</p>	<p>also conducts periodic DUI checkpoints. Two bicycle-mounted officers are assigned to patrol the downtown. The department distributes traffic-safety information through newsletters and school presentations.</p> <ul style="list-style-type: none"> ■ The Building, Engineering and Neighborhood Services (BENS) has managed several "safe routes to school" projects in recent years. ■ The city's trails plan discusses this topic on pages 3-3 to 3-4. 		<p>to school, which includes presentations about traffic safety.</p>	<p>engineering services, long-range facility planning and safety-education tools.</p> <ul style="list-style-type: none"> ■ The Parks and Recreation Division offers a bicycle-safety program open to the general public and the police department administers a crossing-guard program. ■ The city is coordinating with various agencies to implement a full Safe Routes to School program.
	None of the jurisdictions has concrete information about the effect on bicyclists' safety of their education and safety programs.				
(h) Extent of citizen and community involvement in developing the CBPP	Chapter 1, "Introduction," describes the extent of public involvement in the development of the CBPP. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of public involvement in the local process to adopt the CBPP.				
	See above.	Pages 1-1 to 1-2 and 2-5 of the city's trails plan discuss public involvement in the development of that plan.	See above.	See above.	See above.
(i) Relation to other plans and programs	<p>One of the ten objectives of the circulation element is to "enhance the City's system of pedestrian, equestrian and bicycling</p>	<ul style="list-style-type: none"> ■ One of the principles of the transportation element of the general plan is "Provide a safe and comprehensive bicycle 	<p>One of the six goals of the transportation element of the general plan is to "[P]romote bicycle use." The element incorporates</p>	<p>Among the six goals of the circulation element of the general plan are to "[E]stablish and maintain a safe and efficient circula-</p>	<ul style="list-style-type: none"> ■ Of the 13 goals of the transportation element of the general plan, three are bicycle-related: "[E]xpand and improve

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
	<p>paths and trails.” Policies include identifying safe routes to school, promoting the systems of green-belt trails and safe-routes-to-school routes, and coordinating implementation of trails with other jurisdictions.</p>	<p>network” (T-1.6). Policies include: “Implement strategies and actions for enhanced bicycle circulation throughout the City” (T-1.6.1), “Require provision of bicycle facilities in new developments, where appropriate” (T-1.6.2), “Encourage transit operators to provide adequate bicycle accommodations” (T-1.6.3) and “Encourage new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods” (T-1.6.4).</p> <ul style="list-style-type: none"> ■ The city adopted a “Trails Master Plan” in April 2003. The plan is structured to comply with Caltrans’ BTA requirements and Appendix F of the plan references the sections that address each requirement. However, the plan only addresses off-street facilities. 	<p>a “bikeway plan,” which consists of a map of the proposed bikeway network, a list of priority projects and a section on implementation.</p>	<p>tion system that emphasizes the use of existing arterial and collector roadways, paths, and bike lanes” and to “[R]educe congestion and vehicle trips through non-automobile transportation.”</p>	<p>regional trail facilities,” “[P]rovide a safe and attractive environment for bicycle travel throughout the community” and “[P]romote safe bicycling to and through downtown.” The element includes a map of existing and proposed bikeways.</p> <ul style="list-style-type: none"> ■ The city is in the process of developing a bicycle master plan.

	CLAYTON	CONCORD	MARTINEZ	PLEASANT HILL	WALNUT CREEK
	Chapter 3, "Relationship to Other Plans," describes the relationship of the CBPP to other countywide and regional planning efforts and to local pedestrian, bicycle and trails plans. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of how the CBPP is consistent with other <i>local</i> plans and programs.				
(j) Proposed projects and priorities for implementation	Chapter 9, "Implementation," describes the Authority's priorities for funding pedestrian and bicycle projects. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a list of projects within their jurisdiction from the Countywide Transportation Project List and any other locally prioritized projects, including a discussion of how those projects were selected as priorities.				
	See above.	See above. Also, Chapter 4 of the city's trails plan discusses proposed projects and implementation priorities.	See above.	See above.	See above.
(k) Past expenditures and future needs for bicycle facilities	The city estimates it has spent approximately \$150,000 in capital and maintenance expenditures over the past five years.	<ul style="list-style-type: none"> The city estimates it has spent approximately \$6 million on both bicycle and pedestrian facilities over the past five years, as follows: FY '02-'03: \$1,868,000 FY '03-'04: \$456,835 FY '04-'05: \$714,315 FY '05-'06: \$1,067,681 FY '06-'07: \$1,984,150 Chapter 4 of the city's trails plan discusses future needs. 	The city estimates it has spent approximately \$600,000 over the past five years, to stripe bike lanes and complete a segment of the Bay Trail.	The city does not have this information available.	The city estimates it has spent approximately \$6.26 million on both bicycle and pedestrian facilities over the past five years.
	Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with an estimate of funding needed to implement their list of priority projects.				

Table C-3 | East County cities

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
(a) Estimated number of existing and projected bike commuters	<ul style="list-style-type: none"> Chapter 2, "Existing Conditions," includes this information. There is a detailed discussion of this topic specific to East County in section 7 of the 2005 <i>East Contra Costa County Bikeway Plan</i> (ECCCBP). 			
(b) Existing and proposed land use patterns	<ul style="list-style-type: none"> The predominant land use is low-density residential, with small areas of higher-density residential, commercial and office uses, parks and open space and public, civic or institutional uses interspersed throughout. There is a large open-space area—Contra Loma Regional Park—in the southwest section of the city. There are large undeveloped areas along the waterfront and along the city's eastern and southern limits, which are zoned for a combination of most main land use types. Most public buildings are located in the downtown area. There are approximately 33 public and private schools. The main shopping centers are Delta Fair and Somersville Towne Center. There are no major 	<ul style="list-style-type: none"> Very-low-density residential is expected to remain the predominant land use. There are small areas of most other main land use types interspersed throughout. Most public buildings are located in the small downtown area, centered around Oak and First streets. There are seven elementary, three middle and three high schools and there is a satellite facility of Los Medanos College. There are no major employment centers. The main shopping centers are Balfour Plaza, Balfour Village, Home Depot/Kohl's, Raley's and Sand Creek. Sand Creek Business Park is one of the main employment centers. The city proposes large employment and additional retail centers along the Rt 4 Bypass. 	<ul style="list-style-type: none"> Single-family residential is expected to remain the predominant land use, with small areas of most other main land use types (including agricultural) interspersed throughout. There are large open-space areas along the Delta and the most commercial and light-industrial uses are proposed at Rt 4 and Rt 160. Most public buildings are located in the small downtown area. There are six elementary, two middle and one high schools and no major shopping or employment centers. 	<ul style="list-style-type: none"> The predominant land use is low-density residential, with small areas of most other main land uses interspersed throughout. There is a large planned-development area in the city's western side and large recreation and open-space areas in the southwest section of the city and as part of Browns Island. There is a large industrial area between the waterfront and Pittsburg Antioch Hwy. Most public buildings are located in the civic center area, at Rt 4 and Railroad Av. There are approximately 14 public and private schools and one community college (Los Medanos College). Employment is concentrated in the downtown business district and at the industrial plants. The main shopping centers are

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
	employment centers.			Atlantic Plaza, Century Plaza and North Park Plaza.
	Chapter 2, "Background," includes a countywide map of land use designations in Contra Costa. Local jurisdictions adopting the CBPP to meet Caltrans' BTA requirements should supplement it with their zoning map or land use designation map from their general plan (these maps would show local land uses in much greater detail than does the map in the CBPP).			
(c) Existing and proposed bikeways	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are, in a west-east direction: Pittsburg Antioch Hwy/W 10th St/Wilbur Av, Buchanan Rd/Tregallas Rd and James Donlon Blvd; in a north-south direction, they are: Auto Center Dr/Somersville Rd, L St/Contra Loma Blvd and Hillcrest Av/Deer Valley Rd. Two trails, the Delta De Anza and Mokelumne, run the east-west length of the city. A path is proposed along the UP rail line. ■ There are several additional locally designated class I, II and III bikeways, both existing and proposed. The city's trails map shows 14 trails, totaling almost 32 miles in length; most are located south of Rt 4. 	<ul style="list-style-type: none"> ■ There are few existing or proposed bikeways on the countywide network; the main on-street ones are on Minnesota Av, Balfour Rd and Brentwood Blvd. The Marsh Creek Trail runs through the city. Paths have been proposed along Grant St/Sunset Rd and along the UP rail line. ■ In addition, there are a few locally designated class I, II and III bikeways, both existing and proposed. 	<ul style="list-style-type: none"> ■ There are few existing or proposed bikeways on the countywide network; on-street ones are on Oakley Rd, Main St, O'Hara Av, Rt 4 and Cypress Rd. The Big Break Regional Trail runs along the shoreline while the Delta De Anza and Marsh Creek trails run inland. Paths are proposed along Bridgehead Rd and along the UP rail line. ■ In addition, there are a few locally designated class I and II bikeways, both existing and proposed. 	<ul style="list-style-type: none"> ■ The main existing or proposed on-street bikeways are on W and E Leland Rd, Loveridge Rd, N Parkside Dr, Crestview Dr, Buchanan Rd, Harbor St, Railroad Av, Central Av and Pittsburg Antioch Hwy. Also, the Delta De Anza trail runs through the city. ■ There are several additional locally designated class I, II and III facilities, both existing and proposed.
	This information appears in sections 3 and 4 and appendices A and E of the 2005 ECCCBP.			
(d) Existing and proposed bike-parking facilities	<ul style="list-style-type: none"> ■ The following public elementary, middle and high schools have parking racks: Antioch High (three), Antioch Middle (six), Belshaw (four), 	<ul style="list-style-type: none"> ■ There are racks at many location, including at all city parks, most schools, the Community Development Department, the municipal 	The city was not able to provide this information. However, see (E), below.	<ul style="list-style-type: none"> ■ There are racks at City Hall, at city parks, at all public and most private schools, at Los Medanos College and at the Century Plaza and North Park Plaza shopping

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
	<p>Bidwell (two), Black Diamond (five), Deer Valley (seven), Fremont (three), Jack London (five), Kimball (four), Marsh (five), Mission (two), Park (five) and Turner (six).</p> <ul style="list-style-type: none"> ■ In addition, there are racks at City Hall, the Antioch Unified School District building, Somersville Towne Center, Sutter Delta medical center, the Kaiser Foundation campus and Kaiser Permanente Antioch. Also see (e), below. ■ Racks are required at all new large commercial developments. 	<p>parking lot, the Marsh Creek Trail staging area, the county library, US post office, Sand Creek Business Park and the Balfour Plaza, Balfour Village, Home Depot/Kohl's, Raley's and Sand Creek shopping centers. Also see (e), below.</p> <ul style="list-style-type: none"> ■ Racks are required in the parking lots of all new commercial developments and public facilities, in a number equal to five percent of the number of car parking spaces. 		<p>centers. Also see (e), below.</p> <ul style="list-style-type: none"> ■ However, major new or expanded commercial and industrial uses are required to provide parking racks.
	<ul style="list-style-type: none"> ■ The maps of the countywide bikeway network in the CBPP show the location of bicycle parking facilities at transit stations and park-and-ride lots. ■ Section 5 of the 2005 ECCCBP includes a detailed discussion of this topic specific to East County. 			
(e) Existing and proposed intermodal facilities for bike parking and transport	<ul style="list-style-type: none"> ■ There is an Amtrak station. The station does not have bike parking but Amtrak does allow bikes on its trains. ■ There are six lockers at the BART park-and-ride lot. 	<p>There are three lockers at the BART park-and-ride lot.</p>	<p>See below.</p>	<ul style="list-style-type: none"> ■ Pittsburg shares a BART station with Bay Point. The station has 24 parking racks and 20 lockers. BART allows bikes on its trains during non-commute periods. ■ There are parking racks and lockers at the BART park-and-ride lot.
	<ul style="list-style-type: none"> ■ All five jurisdictions are served by Tri Delta Transit. All Tri Delta Transit buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes; when the rack is full, bus drivers have the discretion to allow bikes in the bus. ■ The maps of the countywide bikeway network in the CBPP show the location of the above-mentioned transit stations and park-and-ride lots. 			

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
(f) Existing and proposed facilities for changing and for storing clothes and equipment	The maps of the countywide bikeway network in the CBPP show the location of publicly accessible changing and storing facilities, as required by Caltrans. Additionally, this table includes members-only fitness centers that have changing and storing facilities.			
	<ul style="list-style-type: none"> There are six fitness centers that provide lockers and showers for its members. In addition, the Maintenance Department building has showers and lockers for city employees. 	There are four fitness centers that provide lockers and showers for its members.	There is one fitness center that provides lockers and showers for its members.	<ul style="list-style-type: none"> There is one fitness center that provides lockers and showers for its members. City Hall has showers and lockers for city employees.
(g) Safety, education and law-enforcement programs and their effect on bike accidents	None.	<ul style="list-style-type: none"> The city has implemented a pedestrian and bicycle safety program, with funding from the state's Office of Traffic Safety. As part of the program, the city has sponsored three bike rodeos for children and distributed over 1600 bike helmets within the past year. The public works department has installed six in-pavement lighted crosswalks near schools and trails. The police department has implemented a diversion program to ensure compliance with state and local helmet laws. 	The city did not provide this information.	None.
	<ul style="list-style-type: none"> None of the jurisdictions has concrete information about the effect on bicyclists' safety of their education and safety programs. Section 6 of the 2005 ECCCCBP includes additional information on this topic specific to East County. 			
(h) Extent of citizen and community	<ul style="list-style-type: none"> Chapter 1, "Introduction," describes the extent of public involvement in the development of the CBPP. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of public involvement in the local process to adopt the CBPP. 			

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
involvement in developing the CBPP	<ul style="list-style-type: none"> Section 8 and appendices B and F of the 2005 ECCCBP describe the extent of public involvement in the development of the ECCCBP. 			
(i) Relation to other plans and programs	<p>In September 2005, TRANSPAN adopted the first update to the original ECCCBP, covering the four cities and unincorporated areas of East County. Since the plan is designed to meet Caltrans' BTA requirements, it provides information on all the topics covered in this summary, sometimes at a greater level of detail. It also includes an implementation section, which establishes priority project types and provides an overview of the main funding programs for bicycling facilities. Lastly, it discusses the key barriers to bicycle transportation and describes the criteria that jurisdictions must meet in order to obtain designation as a "bicycle-friendly community" by the League of American Bicyclists. All five TRANSPAN jurisdictions have adopted the 2005 ECCCBP.</p>			
	<p>One of the goals of the circulation element of the general plan is to "[reduce] dependence on single-occupant automobile travel by providing a high level of pedestrian, bicycle, and public transit travel opportunities." The element includes a discussion and list of existing and proposed bicycle facilities and a list of policies for nonmotorized transportation.</p>	<ul style="list-style-type: none"> The circulation element of the general plan discusses bicycle facilities and contains a bikeways map. Among the element's goals are to promote the alternatives to the single-occupant vehicle, to encourage walking, bicycling and public-transit use and to provide "safe and adequate" streets and trails. The city has an adopted "Parks, Trails and Recreation Master Plan," dated June 2002. The plan contains an inventory of trails; assesses needs and articulates goals, objectives and policies; includes trail-design guidelines; and formulates implementation actions. 	<p>One of the goals of the circulation element of the general plan is to "promote and encourage walking and bicycling." The element contains a list of bicycling-related policies and proposed programs, a description of the local bikeway network and roadway standards, which address bike lanes.</p>	<p>The transportation element of the general plan contains a list and map of existing and planned bikeways and a list of goals and policies regarding bicycling (and walking).</p>
	<p>Chapter 3, "Relationship to Other Plans," describes the relationship of the CBPP to other countywide and regional planning efforts and to local pedestrian, bicycle and trails plans. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of how the CBPP is consistent with other <i>local</i> plans and programs.</p>			

	ANTIOCH	BRENTWOOD	OAKLEY	PITTSBURG
(j) Proposed projects and priorities for implementation	Chapter 9, "Implementation," describes the Authority's priorities for funding pedestrian and bicycle projects. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a list of projects within their jurisdiction from the Countywide Transportation Project List and any other locally prioritized projects, including a discussion of how those projects were selected as priorities.			
(k) Past expenditures and future needs for bicycle facilities	The city believes that it has not spent any money on bicycling facilities in at least the past five years.	Since adoption of the 2003 CBPP, approximately four years ago, the city has spent almost \$160,000 on bicycling facilities: \$60,000 on the striping and signing of bike lanes and \$97,500 in trail maintenance.	The city did not provide this information.	Since adoption of the 2003 CBPP, the city has spent almost \$340,000 on bicycling facilities: \$100,000 for bike lanes on W Leland Rd, \$52,000 for bike lanes on Stoneman Av, \$77,500 for bike lanes/route on Polaris Dr, \$52,000 for bike lanes/route on Buchanan Rd and \$56,000 for bike lanes/route on Harbor St.
	<ul style="list-style-type: none"> ■ Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with an estimate of funding needed to implement their list of priority projects. ■ Section 10 and Appendix D of the 2005 ECCCBP include additional information on this topic specific to East County. 			

Table C-4 | Southwest County cities

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
(a) Estimated number of existing and projected bike commuters	Chapter 2, "Existing Conditions," includes this information.				
	See above.	The city's bike plan discusses this topic on pages 4-2 to 4-7 and in Appendix B.	See above.	See above.	See above.
(b) Existing and proposed land use patterns	<ul style="list-style-type: none"> By far, the predominant land uses are low- and medium-density single-family residential and open space, with small areas of medium-density residential, institutional and small-scale commercial and office uses, primarily just west of I-680. There are two large regional open space areas in the west side of the town. Most public buildings are located in the downtown. There are six elementary, three middle and three high schools. There are no major employment centers and the main shopping areas are the downtown and the Castle Square shopping 	<ul style="list-style-type: none"> Development consists mostly of low- and medium-density single family residential, commercial, parks and open space. There are pockets of multi-family residential off Mt. Diablo Blvd, near the BART station, and in the downtown. Commercial areas are mostly located along Mt. Diablo Blvd and Moraga Rd. Primary shopping and employment centers include the downtown and the commercial areas along Mt. Diablo Blvd. and Moraga Rd. Other destinations and activity centers are the parks and schools, the reservoir, BART station, the community center 	<ul style="list-style-type: none"> By far, the predominant land uses are low- and medium-density single-family residential and open space. St Mary's College occupies a large site on the eastern edge of the town. There are small scattered areas of commercial/office and institutional use. Most public buildings are clustered near the intersection of Moraga Rd and Rheem Blvd. There are four public or private elementary schools, an intermediate school and one public high school. There are no major shopping or employment centers. 	<ul style="list-style-type: none"> By far, the predominant land use is low-density single-family residential. There are large areas of protected watershed lands in the northwest and central-west sections of the city. There is a small downtown at Hwy 24 and Camino Pablo, on both sides of the highway. Most public buildings (including the public library, a popular destination), are located in the downtown area. There are four elementary schools, one middle school and one high school. There are no major shopping or employment centers. 	<ul style="list-style-type: none"> The predominant land use is low- and medium-density single-family residential. The Bishop Ranch area is one of the major employment centers in the Bay Area. There are small areas of most other major land use types, especially in the Crow Canyon area and in southern San Ramon. A civic center is being developed at Bollinger Canyon Rd and Camino Ramon. Most public buildings are in the civic center area. There are ten elementary, three middle and two high schools. The major employment center is Bishop Ranch business park, with approximately

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
	center.	<p>on St. Mary’s Rd, the Lafayette Reservoir, the Veterans Memorial Building and the Library and Learning Center.</p> <ul style="list-style-type: none"> ■ The city’s bike plan discusses this topic in more detail on pages 2-1 to 2-5. 			200 companies. There are several major retail centers in the Crow Canyon area.
	Chapter 2, “Background,” includes a countywide map of land use designations in Contra Costa. Local jurisdictions adopting the CBPP to meet Caltrans’ BTA requirements should supplement it with their zoning map or land use designation map from their general plan (these maps would show local land uses in much greater detail than does the map in the CBPP).				
(c) Existing and proposed bikeways	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are Danville Blvd, Railroad Ave, San Ramon Valley Blvd, El Cerro Blvd, Diablo Rd, Camino Tassajara, Sycamore Valley Rd and Crow Canyon Rd. The Iron Horse Trail runs the entire length of the town, in a NW-SE direction. ■ There are several additional, locally designated class I and II bikeways and the town’s trails plan identifies a number of additional existing and proposed class III bikeways. 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are El Nido Ranch Rd, Mt. Diablo Blvd, Moraga Blvd, Deer Hill Rd, Pleasant Hill Rd and Reliez Valley Rd. The EBMUD Aqueduct Trail runs through the city; so does the Lafayette-Moraga Trail, which combines with other bikeways in Lafayette, Moraga and Orinda to form the multi-use “Lamorinda Trail Loop.” ■ In addition, there are short stretches of locally designated bikeways. ■ The city’s bike plan contains more detailed 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are Moraga Rd, Moraga Way and Rheem Blvd. The Lafayette-Moraga Trail runs through the center of the town, in a NE-SW direction, and combines with other bikeways in Moraga, Lafayette and Orinda to form the “Lamorinda Trail Loop.” ■ In addition, there are short stretches of locally designated bikeway segments and the city’s trails map shows several additional existing and proposed trails. 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are Camino Pablo, Moraga Way, Hwy 24, El Nido Ranch Rd, Glorietta Blvd, Acalanes Rd and Rheem Blvd. Trails include the St Stephens bicycle and pedestrian path and a path along part of Hwy 24, which combines with other bikeways in Orinda, Moraga and Lafayette to form the “Lamorinda Trail Loop.” ■ In addition, there are short stretches of locally designated bikeways. 	<ul style="list-style-type: none"> ■ The main on-street bikeways—existing or proposed—are Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Alcosta Blvd and Montevideo Dr. The Iron Horse Trail runs the entire length of the city, in a NW-SE direction; in addition, there is a path along Old Ranch Rd. ■ There are several additional locally designated class I, II and III bikeways, both existing and proposed.

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
		information on existing bikeways on pages 2-5 to 2-10, and on proposed bikeways on pages 5-5 to 5-10.			
	Chapter 6, "Bicycle Improvements," includes maps of the countywide bikeway network. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with the local pages from the countywide bikeway "atlas" (the atlas shows many locally designated bike paths, lanes and routes that are not part of the countywide network).				
(d) Existing and proposed bike-parking facilities	<p>All major parks and schools have bicycle racks, owned and maintained by either the town or the school district. In addition, there are three location with parking facilities along the Iron Horse Trail: the trailhead at Prospect Av, the trailhead at San Ramon Valley Blvd and the Sycamore Valley Rd park-and-ride lot. Also see (e), below.</p>	<ul style="list-style-type: none"> ■ There are racks at public and private schools, at various location downtown, at a number of businesses and at Lafayette Reservoir, the police station, the library and the Lafayette Community Center. The new Lafayette Library and Learning Center will provide covered parking for 20 bicycles. Some downtown businesses and office provide bicycle parking. Also see (e), below. ■ The city's bike plan has more detailed information on existing facilities on pages 2-10 to 2-12, and on proposed facilities on pages 6-9 to 6-10. 	<p>There are racks at Saint Mary's College. Otherwise, the town mentioned that there are very few racks (and did not identify the location of any that exist).</p>	<p>There are racks at City Hall and at all public schools: Miramonte High, Orinda Intermediate, Del Rey Elementary, Glorietta Elementary, Sleepy Hollow and Wagner Ranch. Also see (e), below.</p>	<ul style="list-style-type: none"> ■ All city parks (25) and elementary schools (ten) provide at least one rack, and some schools have bike cages. Each community center has two racks and each library has one. There are bike racks at the Diablo Valley College campus. ■ The city's TDM program provides funding to businesses for installing bike parking; employers that have installed bike lockers include AT&T, PG&E and Chevron. Also see (e), below.
	The maps of the countywide bikeway network in the CBPP show the location of bicycle parking facilities at transit stations and park-and-ride lots.				

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
	Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a map showing additional local bicycle parking facilities.				
(e) Existing and proposed intermodal facilities for bike parking and transport	There are lockers and racks at the Sycamore Valley park-and-ride lot.	The Lafayette BART station has 15 lockers, each for two bikes, and 20 racks (there is a waiting list for the lockers). The station has elevators, which can be used by cyclists, and there are bike-tire guides on the stairs on the station's downtown side. The city's bike plan contains more detailed information on pages 2-16 to 2-17.	There are none.	The Orinda BART station has 14 lockers and several racks. It also has elevators, which can be used by cyclists.	The San Ramon Transit Center has racks and 14 lockers, each for two bikes. There are lockers and racks at the BART park-and-ride lot.
	<ul style="list-style-type: none"> ■ All five jurisdictions have at least limited bus service provided by County Connection. All County Connection buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes. Two bicycles are allowed inside the bus when there are no wheelchair passengers. ■ The maps of the countywide bikeway network in the CBPP show the location of the above-mentioned transit stations and park-and-ride lots. Not all park-and-ride lots have frequent enough bus service for the needs of commuters. 				
(f) Existing and proposed facilities for changing and for storing clothes and equipment	The maps of the countywide bikeway network in the CBPP show the location of publicly accessible changing and storing facilities, as required by Caltrans. Additionally, this table includes members-only fitness centers that have changing and storing facilities.				
	There are three fitness centers that provide lockers and showers for its members.	There are two fitness centers that provide lockers and showers for its members. The city's bike plan contains more detailed information on bicycling-support facilities on pages 2-12 to 2-13.	There are two fitness centers that provide lockers and showers for its members.	There are two fitness centers that provide lockers and showers for its members. Orinda Country Club does the same for its members. City Hall has showers and lockers for city employees.	There are four fitness centers that provide lockers and showers for its members. AT&T and Chevron provide on-site fitness centers with showers and lockers for employees.
(g) Safety, education and law-	<ul style="list-style-type: none"> ■ The San Ramon valley-wide "Street Smarts" program, started in 	<ul style="list-style-type: none"> ■ The city sponsors a "bicycle energizer" station each bike-to- 	<ul style="list-style-type: none"> ■ The police department and school district offer classes to children on 	City staff has conducted bike rodeos at middle schools.	<ul style="list-style-type: none"> ■ The San Ramon valley-wide "Street Smarts" program, started in

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
enforcement programs and their effect on bike accidents	<p>2004, educates K- 12 students on bicycle and pedestrian safety.</p> <ul style="list-style-type: none"> ■ The town sponsors and hosts two “bicycle energizer” stations for the annual Bike To Work Day event. ■ The police department, with assistance from the Street Smarts program, hosts bike rodeos and traffic awareness events at the local schools. 	<p>work day and its website provides bicycle-safety tips.</p> <ul style="list-style-type: none"> ■ The city’s BPAC staffs the “bicycle energizer” station and also informational tables at fairs, has sponsored several bike rodeos and developed and distributed a safety brochure for school children. Burton Valley elementary school has a “biking school bus.” ■ The city’s bike plan contains more detailed information on pages 2-15 to 2-16 and 6-13 to 6-17. 	<p>bicycle and pedestrian etiquette and safety while the police department educates motorists on the rights of pedestrians and bicyclist and the need to share the road.</p> <ul style="list-style-type: none"> ■ The “Bicyclist Access Program” sponsors bike-to-work day activities, provides potential bike commuters with a list of experienced bicyclists whom they may contact for advice and distributes biking maps. 		<p>2004, educates students in grades K- 12 on bicycle and pedestrian safety.</p> <ul style="list-style-type: none"> ■ The city’s “Safe Routes to School” (SRTS) program, in place since 1989, improves walking and biking routes for school-age children. ■ Bike-to-school day is held annually; each year, one elementary school hosts before- and after-school activities focused on bike safety. ■ The police department and transportation division hold bike rodeos for kids and make traffic-safety presentations at school assemblies. Police will warn or cite students, but also motorists, violating the law.
	None of the jurisdictions has concrete information about the effect on bicyclists’ safety of their education and safety programs.				
(h) Extent of citizen and community involvement in developing	Chapter 1, “Introduction,” describes the extent of public involvement in the development of the CBPP. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of public involvement in the local process to adopt the CBPP.				
	See above.	Pages 4-13 to 4-14 of the city’s bike plan discuss public involvement in the	See above.	See above.	See above.

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
the CBPP		development of that plan.			
(i) Relation to other plans and programs	<ul style="list-style-type: none"> ■ The circulation element of the city’s general plan addresses bicycle facilities and includes a map of bikeways. Two of the element’s five goals are to “[P]rovide convenient and efficient alternatives to the automobile” and to “[I]ntegrate land use and transportation planning to increase the viability of alternative transportation modes....” ■ The town has an adopted “Townwide Trails Master Plan,” which is composed of a trail plan and a bicycle plan. The former addresses trails while the latter addresses on-street bikeways (bike lanes and routes). The master plan includes an inventory and maps of both types of facilities. 	<ul style="list-style-type: none"> ■ The city adopted a Bikeways Master Plan in September 2006. The plan is structured to comply with Caltrans’ BTA requirements and Table 1-1 of the plan (p. 1-4) references the pages that address each requirement. ■ One of the seven main themes of the city’s general plan is to maintain a network of bicycle and pedestrian paths between schools, commercial centers, parks and cultural centers. The circulation element recommends providing effective alternatives to the private automobile, including bikeway facilities. ■ Pages 3-1 to 3-5 of the city’s bike plan discuss coordination and consistency of that plan with other plans and programs. 	<p>One of the four goals of the town’s general plan is to “[E]ncourage Moragans to walk, bike, take transit or rideshare as a means of reducing traffic trips, improving environmental quality, and maintaining a healthy lifestyle.”</p>	<p>One of the nine guiding policies in the circulation element of the city’s general plan is to “[E]xpand pedestrian and bicycle paths to provide a safe alternative to auto use, particularly to provide safe paths near schools and in other location where they are heavily used for circulation.”</p>	<p>The “Traffic and Circulation” element of the city’s general plan addresses bicycle (and pedestrian) issues. It states that it is the city’s goal “to provide and maintain a safe and comprehensive bicycle and pedestrian system that connects all parts of the City” and provides, as a guiding policy, to “[E]ncourage bicycling and walking as alternatives to the automobile.” There is a list and map of existing and planned bike routes.</p>
Chapter 3, “Relationship to Other Plans,” describes the relationship of the CBPP to other countywide and regional planning efforts and to local					

	DANVILLE	LAFAYETTE	MORAGA	ORINDA	SAN RAMON
	pedestrian, bicycle and trails plans. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of how the CBPP is consistent with other <i>local</i> plans and programs.				
(j) Proposed projects and priorities for implementation	Chapter 9, "Implementation," describes the Authority's priorities for funding pedestrian and bicycle projects. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a list of projects within their jurisdiction from the Countywide Transportation Project List and any other locally prioritized projects, including a discussion of how those projects were selected as priorities.				
	See above.	See pages 5-11 to 5-18 of the city's bike plan.	See above.	See above.	See above.
(k) Past expenditures and future needs for bicycle facilities	The town estimates that in the past four years it has spent approximately \$1 million on capital bike and pedestrian projects and that it spends an additional \$70,000 annually on maintenance of bike facilities.	<ul style="list-style-type: none"> ■ The city's bicycle-related expenditures totaled approximately \$740,000 between 2000 and 2005; total expenditures, including non-city funds, were approximately \$3,700,000. ■ The city's bike plan contains more detailed information on past expenditures on page 2-14, and on future needs on pages 7-3 to 7-9. 	The town estimates that it has spent approximately \$350,000 on bike projects in the past five years.	The city estimates that in the past five years it has spent approximately \$750,000 on bike projects.	The city does not have this information available.
	Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with an estimate of funding needed to implement their list of priority projects.				

Table C-5 | Unincorporated areas

<p>(a) Estimated number of existing and projected bike commuters</p>	<ul style="list-style-type: none"> ■ Chapter 2, “Existing Conditions,” includes this information. ■ Section 7 of the 2005 <i>East Contra Costa County Bikeway Plan</i> (ECCCBP) includes a detailed discussion of this topic for unincorporated areas in East County.
<p>(b) Existing and proposed land use patterns</p>	<ul style="list-style-type: none"> ■ The vast majority of the unincorporated county is undeveloped, in use as open space (much of it accessible to the public for recreation) or for small-scale agriculture or ranching. ■ There are a few communities scattered throughout. Medium-size communities include: Kensington, El Sobrante, Rodeo and Crockett (in West County); Pacheco (in Central County); Alamo and Blackhawk (in Southwest County); and Bay Point, Bethel Island, Byron and Discovery Bay (in East County). ■ There are no concentrations of public buildings or major shopping or employment centers. ■ Chapter 2, “Background,” includes a countywide map of land use designations in Contra Costa. Local jurisdictions adopting the CBPP to meet Caltrans’ BTA requirements should supplement it with their zoning map or land use designation map from their general plan (these maps would show local land uses in much greater detail than does the map in the CBPP).
<p>(c) Existing and proposed bikeways</p>	<ul style="list-style-type: none"> ■ Through unincorporated areas, the countywide bikeway network is designed to connect the main population centers and to provide access to publicly accessible open space. The main on-street bikeways—existing or proposed—are on San Pablo Dam Rd, San Pablo Av, Rt 4, Alhambra Valley Rd, Crockett Blvd/Cummings Skwy, Kirker Pass Rd, Marsh Creek Rd, Deer Valley Rd, Camino Diablo, Walnut Blvd, Byron Hwy, Bixler Rd and Camino Tassajara. The network also includes a number of trails, primarily along the San Pablo Bay and Carquinez Strait waterfronts. ■ There are several additional locally designated class I, II and III facilities, both existing and proposed. ■ Sections 3 and 4 and appendices A and E of the 2005 ECCCBP include information on this topic for unincorporated areas in East County.
<p>(d) Existing and proposed bike-parking facilities</p>	<ul style="list-style-type: none"> ■ Alamo Elementary (Alamo) has 30 racks, Rancho Romero Elementary (Alamo) has 109 racks, Stone Valley Middle School (Alamo) has 363 racks and Ambrose Park Community Center (Bay Point) has 5 racks. ■ The maps of the countywide bikeway network in the CBPP show the location of bicycle parking facilities at transit stations and park-and-ride lots. ■ Section 5 of the 2005 ECCCBP includes a detailed discussion of this topic for unincorporated areas in East County.
<p>(e) Existing and proposed intermodal facilities for bike parking and transport</p>	<ul style="list-style-type: none"> ■ Bay Point shares a BART station with Pittsburg (see cell to the left). ■ The BART park-and-ride lot in Discovery Bay has three parking lockers.

	<ul style="list-style-type: none"> ■ All five jurisdictions are served by Tri Delta Transit. All Tri Delta Transit buses are equipped with front-mounted bike-carrying racks, each of which can hold two bikes; when the rack is full, bus drivers have the discretion to allow bikes in the bus. ■ The maps of the countywide bikeway network in the CBPP show the location of the above-mentioned transit stations and park-and-ride lots.
<p>(f) Existing and proposed facilities for changing and for storing clothes and equipment</p>	<ul style="list-style-type: none"> ■ The maps of the countywide bikeway network in the CBPP show the location of publicly accessible changing and storing facilities, as required by Caltrans. Additionally, this table includes members-only fitness centers that have changing and storing facilities. ■ There are five fitness centers that provide lockers and showers for its members.
<p>(g) Safety, education and law-enforcement programs and their effect on bike accidents</p>	<ul style="list-style-type: none"> ■ There has been bicycle-safety education and helmet distribution at elementary schools in Bay Point (2003-present). ■ None of the jurisdictions has concrete information about the effect on bicyclists' safety of their education and safety programs. ■ Section 6 of the 2005 ECCCBP includes additional information on this topic for unincorporated areas in East County.
<p>(h) Extent of citizen and community involvement in developing the CBPP</p>	<ul style="list-style-type: none"> ■ Chapter 1, "Introduction," describes the extent of public involvement in the development of the CBPP. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of public involvement in the local process to adopt the CBPP. ■ Section 8 and appendices B and F of the 2005 ECCCBP describe the extent of public involvement in the development of the ECCCBP, which covers unincorporated areas in East County, among other jurisdictions.
<p>(i) Relation to other plans and programs</p>	<ul style="list-style-type: none"> ■ In September 2005, TRANSPLAN adopted the first update to the original ECCCBP, covering the four cities and unincorporated areas of East County. Since the plan is designed to meet Caltrans' BTA requirements, it provides information on all the topics covered in this summary, sometimes at a greater level of detail. It also includes an implementation section, which establishes priority project types and provides an overview of the main funding programs for bicycling facilities. Lastly, it discusses the key barriers to bicycle transportation and describes the criteria that jurisdictions must meet in order to obtain designation as a "bicycle-friendly community" by the League of American Bicyclists. All five TRANSPLAN jurisdictions have adopted the 2005 ECCCBP. ■ The Transportation and Circulation Element of the Contra Costa County General Plan states that "Pedestrian and Bicycle transportation are a viable mode of commuter transportation in the urban areas on either side of the Berkeley Hills and throughout eastern Contra Costa County due to favorable topography and weather. The County promotes the use of the Complete Streets philosophy to further advance the goals of this plan. ... The County supports pedestrians and bicyclists by implementing the Routine Accommodation policy statement developed by the United States Department of Transportation, the California Department of Transportation and the Metropolitan Transportation Commission...." The element includes a number of goals and policies to promote bicycling (and walking): <ul style="list-style-type: none"> • 5-L. Expand, improve and maintain facilities for walking and bicycling.

- 5-31. Describe a system of bicycle facilities and key attractors of bicycle and pedestrian traffic so that all travelers, including people with disabilities, can travel safely and independently.
- 5-32. Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
- 5-33. Encourage adequate long term and routine maintenance of bikeway and walkway network facilities, including regular sweeping of bikeways and shared use pathways, utilizing private and/or local community resources when feasible.
- 5-M. Improve safety for pedestrians and bicyclists.
 - 5-35. Reduce conflicts among motorists, pedestrians and bicyclists.
 - 5-36. Provide information to improve safety for pedestrians and bicyclists.
- 5-N. Encourage more people to walk and bicycle.
 - 5-37. Work with local and regional agencies to develop useful and cost effective programs to encourage more people to walk and bicycle.
 - 5-38. Support programs such as "safe routes to school maps and "bike trains" or "walking school buses" for elementary students that would encourage more students to walk or bicycle to school.
 - 5-39. Encourage the use of bicycle and pedestrian facilities to promote healthy transportation choices.
 - 5-40. Encourage the use of wayfinding and signage to help direct pedestrians and bicyclists to desirable destinations.
- 5-O. Plan for the needs of bicyclists and pedestrians.
 - 5-41. Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.
 - 5-42. Support the incorporation of bicycle and pedestrian facilities into other capital improvements projects, where appropriate, to expand bicycle-pedestrian facilities, harmonize the needs of all travel modes, and achieve economies of scale.

Similarly, the Land Use Element contains a number of policy statements in support of facilities for bicyclists:

- 3-al. Refer to the Transportation and Circulation Element of this General Plan and related policy guidance of its Specific Plans, to ensure that pedestrian and bicycle facilities are routinely accommodated in land use development.
- 3-am. With the assistance of appropriate advisory bodies, periodically review and update the Open Space Element of this General Plan, to reflect the network of non-motorized pedestrian, bicycle and equestrian facilities in the County.
- 3-an. To the extent feasible, require new residential and commercial developments to provide pedestrian and bicycle facilities within the development.
- 3-ao. When appropriate residential and commercial developments should contribute to off site improvements of pedestrian and bicycle facilities to ensure safe and efficient connections from the development to major destination areas.

The Open Space Element also contains a number of supportive goals, policies and implementation measures:

- (Goal) 9-37. To develop a system of interconnected pedestrian, riding and bicycling trails and paths suitable for both active recreational use and for the purpose of transportation/circulation. (goal)
- (Policy) 9-46. Public trail facilities shall be integrated into the design of flood control facilities and other public works whenever possible.

	<ul style="list-style-type: none"> • (Implementation measure) 9-v. Develop a comprehensive and interconnected series of pedestrian, biking and riding trails in conjunction with cities, special districts, public utilities and county service areas. • (Implementation measure) 9-w. Form a county-wide committee to explore funding sources for recreation and open space to support regional, community and local park and trails on a county-wide basis. ■ The county is working on a “Comprehensive Trail Network Plan for East County,” which it hopes to expand to the other parts of the county next year. ■ Chapter 3, “Relationship to Other Plans,” describes the relationship of the CBPP to other countywide and regional planning efforts and to local pedestrian, bicycle and trails plans. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a discussion of how the CBPP is consistent with other local plans and programs.
<p>(j) Proposed projects and priorities for implementation</p>	<ul style="list-style-type: none"> ■ Chapter 9, “Implementation,” describes the Authority’s priorities for funding pedestrian and bicycle projects. Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with a list of projects within their jurisdiction from the Countywide Transportation Project List and any other locally prioritized projects, including a discussion of how those projects were selected as priorities. ■ The county estimates that, over the past years, it has spent approximately \$1,500,000 on bicycle projects. ■ Local jurisdictions adopting the CBPP to meet BTA requirements should supplement it with an estimate of funding needed to implement their list of priority projects. ■ Section 10 and Appendix D of the 2005 ECCCBP include additional information on this topic for unincorporated areas in East County.