



City of Walnut Creek
Bicycle Plan

August 2011

Transportation Planning Division

CITY OF WALNUT CREEK

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ACKNOWLEDGMENTS

The Walnut Creek Bicycle Plan was developed through a public process that included active participation from the Bicycle Master Plan Advisory Committee (BMPAC), Bicycle Advisory Committee, Transportation Commission, Planning Commission, PROS Commission, City Council, Walnut Creek City Staff and members of the general public.

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LIST OF ACRONYMS

Below is a list of acronyms used frequently in the Walnut Creek Bicycle Plan

ACS	American Community Survey
ADA	Americans with Disabilities Act
BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BART	Bay Area Rapid Transit
BMPAC	Bicycle Master Plan Advisory Committee
BTA	Bicycle Transportation Account
BTP	Bicycle Transportation Plan
CALTRANS	California Department of Transportation
CBN	Countywide Bicycle Network
CBPAC	(Contra Costa) Countywide Bicycle and Pedestrian Advisory Committee
CBPP	(Contra Costa) Countywide Bicycle and Pedestrian Plan
CCTA	Contra Costa Transportation Authority

CIP	Capital Improvement Program
CTP	Countywide (Comprehensive) Transportation Plan
DBA	Walnut Creek Downtown Business Association
EBBC	East Bay Bicycle Coalition
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
FHWA	Federal Highway Administration
GMP	Growth Management Program
MTC	Metropolitan Transportation Commission
RTP	Regional Transportation Plan
SRTS	Safe Routes to School
SR2T	Safe Routes to Transit
SWITRS	Statewide Integrated Traffic Record System

GLOSSARY

Bicycle Facilities

A general term denoting physical improvements and programs made by public agencies related to the accommodation of the bicyclist. Class I, II and III bikeways are classified as bicycle facilities, as are other types of support facilities that accommodate cyclists, such as bicycle parking, showers, changing stations, and restrooms.

Class I Bike Trails provide bike travel on a paved right-of-way completely separate from any street or highway. Bike trails are designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists.

Class II Bike Lanes provide a striped, signed and stenciled lane for one-way travel on a street or highway and are located on the outside edge of roadways, including arterial streets.

Class III Bike Routes provide for the shared use of a roadway with motor vehicles and are identified only by placing "Bike Route" signs along the roadways.

Capital Investment Program (CIP)

A short-range plan which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan

Complete Streets

Complete Streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transit users of all ages and abilities are able to safely and comfortably move along and across a complete street.

Core Area

A 1.2-square mile area in Walnut Creek's central business district that contains higher land use densities than other parts of the City. The land uses in the Core Area are primarily commercial, high density residential infill, public parks and civic facilities and schools. The Core Area includes the City's main pedestrian retail district as well as office complexes and the traditional downtown.

Routine Accommodation

In June 2006, the Metropolitan Transportation Commission (MTC) adopted a regional policy to promote the routine accommodation of non-motorized travelers in planning and design of the Bay Area's transportation projects. The Routine Accommodation Policy calls for agency sponsors of any project receiving funds programmed by MTC

to complete an online inventory of how the proposed project addresses the needs of pedestrians and bicyclists.

Mode Share/Mode Split

Mode share or mode split is a traffic/transportation term that describes the number of trips or (more commonly) the percentage of travelers using a particular type of transportation.

1 INTRODUCTION

1.1 PLAN SUMMARY

The goal of the Walnut Creek Bicycle Plan is to create a comprehensive vision that supports bicycle use in Walnut Creek. The Bicycle Plan will emphasize the policy direction established in the General Plan to provide a safe and attractive environment for bicycle travel, promote bicycle use as a sustainable and healthy mode of transportation, and provide facilities that encourage and support bicycle use for travel and recreation in Walnut Creek

The Walnut Creek Bicycle Plan provides specific recommendations for the City that will promote a desirable transportation alternative to the automobile. The Bicycle Plan addresses the many aspects of planning and infrastructure that affect bicycling in Walnut Creek. While the Bicycle Plan provides specific policy recommendations, the purpose of the Bicycle Plan is to:

- Support the City's ongoing efforts to create a green, environmentally-sustainable environment that encourages alternative modes of transit, consistent with goals and policies in the General Plan.
- Provide recommendations to improve the overall safety of the bicyclist.
- Identify and prioritize the needs of the bicyclist.
- Promote bicycling as a viable and sustainable transportation option.
- Emphasize Walnut Creek's importance as a regional destination by providing a bicycle network that is consistent with other local and regional plans.
- Establish a set of short- and long-term goals and policies intended to guide the development of new facilities as well as the maintenance of existing facilities.
- Allow the City to compete for grant opportunities from outside funding sources for plan implementation, such as the California Bicycle Transportation Account (BTA) funds and other state and federal funding programs.

The Bicycle Plan is not intended to be an implementation guide for new bicycle facilities but, rather, it is intended to be a general strategy plan that establishes a long range vision for cycling in Walnut Creek that can evolve as needs change. The Bicycle Plan recommends the creation of a safe, continuous network of facilities that serves all residents, enhances bicycle use as a viable transportation option, closes gaps, serves important destinations, and provides sufficient, conveniently located support facilities.

1.2 BENEFITS OF THE BICYCLE PLAN

The benefits of a bicycle plan to Walnut Creek are numerous and substantial. The Bicycle Plan is being developed to accomplish the following objectives:

- To promote bicycling as a viable transportation and recreational option that reduces vehicle emissions, reduces trips and provides a healthy commute alternative.
- To promote bicycle safety, education and awareness.
- To allow the City to be more competitive when applying for grant funding.
- To establish goals and policies to foster the development of new bicycle facilities and support the maintenance of existing facilities throughout the City.
- To identify and support other local and regional efforts for new or improved facilities that result in a cohesive and comprehensive bicycle network.

1.3 PREVIOUS BIKEWAY PLANNING EFFORTS

The City of Walnut Creek adopted its first bicycle plan in 1977 with the City's Comprehensive Transportation Plan. This 1977 plan was developed as a replacement and update to the circulation element of the 1975 Walnut Creek General Plan. The 1989 General Plan incorporated many of the same policies listed in the 1977 General Plan.

The Walnut Creek General Plan 2025 reflects new and proposed facilities as part of the City's long-term goal to accommodate bicycle use. The plan also encourages the use of bicycles and calls for the development of a Bicycle Plan.

In 2003, the Contra Costa Transportation Authority (CCTA) adopted the more comprehensive Countywide Bicycle and Pedestrian Plan. The plan includes several strategic planning goals for new facilities in the County of Contra Costa region, including Walnut Creek. This plan was updated in 2009 to reflect expanded facilities throughout the County and newly adopted policies on routine accommodation.

1.4 PUBLIC OUTREACH

1.4.1 Public Meetings

All of the Bicycle Advisory Committee; Bicycle Master Plan Advisory Committee; Planning Commission; Parks, Recreation and Open Space Commission; Transportation Commission and City Council meetings on the Bicycle Plan were advertised to the general public and outside agencies through public hearing notices posted in the newspaper and on the City's website. Throughout the development of the Bicycle Plan,

a total of 30 public meetings were held on the Bicycle Plan with input provided by those in attendance.

1.4.2 Public Newsletter

The official City newsletter, *Nutshell*, carried informative articles about the progress of the Bicycle Plan in the "Re-Cycling" column and invited the general public to provide input. The *Nutshell* is delivered four times per year to every home and business with a Walnut Creek address. The Re-Cycling column appears twice a year.

'Green' ground squirrel control

Birders and other fans of "Watchable Wildlife" sites have noticed the installation of new raptor perches at two Open Space areas. The first phase of the project included 12 perches on North Lime Ridge along the Ygnacio Canal Trail and the pastures around Borges Ranch in Shell Ridge.

Going GREEN Together

The perches were installed by the county Department of Agriculture through a Fish and Wildlife Committee grant as a safer alternative to using bait to reduce over-population of ground squirrels and other pest species in the area. In the near future, the bait that many people use to control squirrel populations will be labeled as a "caution" pesticide and will be restricted in its distribution.

An added benefit for the Open Space visitors is these areas will become even better habitat and more accessible wildlife observation areas.

— Nancy Dollard
Open Space Supervising Ranger

Ygnacio Valley goes green

Thanks to a partnership between PG&E and the City, 126 streetlights along Ygnacio Valley Road have been replaced with light-emitting diodes (LEDs). As a result, lighting levels are improved, but energy use is down, saving the City nearly $10,000 a year.

Want to reduce utility bills?

The City has funding available for home energy efficiency upgrades. For eligible borrowers, the loans will be long-term, deferred loans, at 3 percent simple interest annually. Contact Pat Corum at (925) 335-1115.

Spare the air this winter

Think twice before burning wood in the fireplace. Burning wood emits harmful toxins and fine particles in the air that can worsen breathing problems and lead to heart and lung disease and early death. When the Air Quality Management District calls a winter Spare the Air Alert, wood burning is illegal until the alert is lifted. Go to: www.sparetheair.org.

Photo by Dan Cather

Dr. Richard Larkey, left, and Nick Cimino at the Nov. 11 installation of a storyboard panel sign explaining the history of Larkey Park.

Dedicated citizens bring history to park

Visitors to Larkey Park can now know its history, thanks to the efforts of private citizens Nick and Robin Cimino and Dr. and Mrs. Richard Larkey, who paid for a storyboard panel to be installed at the park. The four worked in partnership with the Walnut Creek Historical Society and City staff for some 18 months before celebrating the installation on Nov. 11.

Dr. Larkey is the great-grandson of John Larkey, who settled in the area in 1857. Part of his 830-acre ranch became Larkey Park.

New eLockers offer secure bicycle storage

Need a secure, dry place to store your bicycle downtown? Check out the eLockers in front of City Hall, 1666 N. Main Street.

Re-Cycling

Four electronically controlled bicycle lockers were installed Nov. 10. Each locker has an electronic BikeLink card reader; a user swipes the BikeLink card in the reader to open the locker. Once the locker is shut, it will only unlock with the same card used when the bike was parked. The hourly use fee is automatically deducted from the card; in Walnut Creek, the hourly fee is 5 cents.

BikeLink cards are purchased online at www.bikelink.org.

The eLockers at City Hall are part of Walnut Creek's effort to support alternative modes of transportation. They are made possible through a partnership with 511 Contra Costa, the local commute alternatives program, and funded by the Contra Costa Transportation Authority's half-cent sales tax for transportation improvement projects and the Bay Area Air Quality Management District.

Because eLockers offer secure storage, they have proven popular, according to 511 Contra Costa. Each eLocker serves seven times the users as conventional bike lockers.

While the eLockers at City Hall are the first to be installed by a Central Contra Costa city, they are part of a growing BikeLink system that extends from Seattle to Los Angeles.

In Contra Costa, there are eLockers at the AAA building in Walnut Creek, Pleasant Hill BART, Hercules Park and Ride Lot, Richmond City Hall, Richmond BART, El Cerrito City Hall, El Cerrito Community Center, and El Cerrito BART. For eLocker locations, go to www.bikelink.org.

Draft Bicycle Plan available

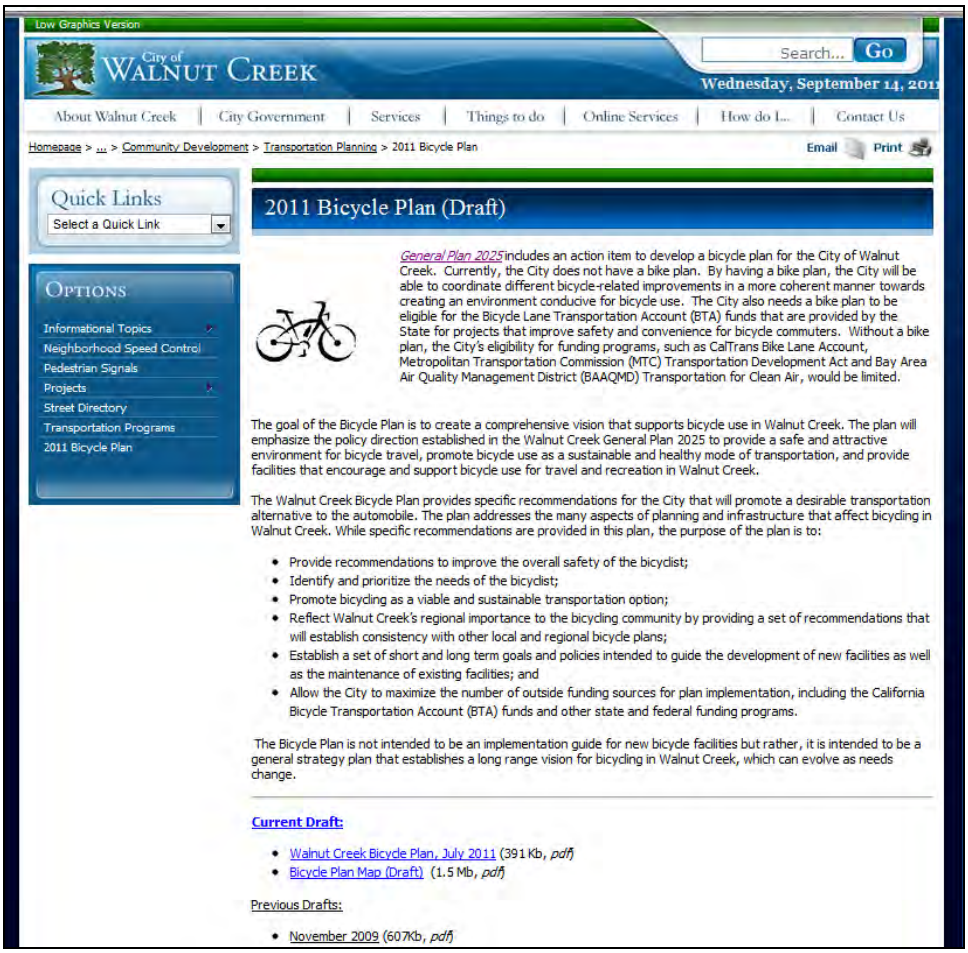
The initial draft of the Walnut Creek Bicycle Plan is available for public review and comment. For an electronic copy of the plan, contact Senior Planner Jeremy Lochirco at (925) 943-5899 ext. 2251 or Lochirco@walnut-creek.org.

In a Nutshell ◆ January/February 2010 page 7

The City newsletter, Nutshell, runs articles on the latest news regarding bicycling in Walnut Creek and posted invitionations for public input on the Bicycle Plan.

1.4.3 City of Walnut Creek Website

A copy of the draft Bicycle Plan was made available on the City of Walnut Creek's website, where a link allowed residents to review the Bicycle Plan and provide comments. Meeting agendas for the various Commissions reviewing the Bicycle Plan were also available on-line, providing residents with information on future meetings.



The City website provided a page detailing the status of the Bicycle Plan.

1.4.4 Additional Outreach

Development of the Bicycle Plan was also promoted through various outreach programs, including two Bike-To-Work Day energizer stations, eight valet bike parking stations at public events, and through advocacy efforts of bicycling organizations, such as the East Bay Bicycle Coalition (EBBC).

2 PLAN OBJECTIVES

The Walnut Creek Bicycle Plan is built around a series of goals, policies, and actions that are consistent with goals and objectives in the General Plan. As a planning document, it is not intended that this plan be a static plan as it should evolve over time and periodically be updated to reflect the implementation of new bicycle facilities, feasibility updates for specific improvements, and/or new policy directions by the Walnut Creek City Council.

In general, the "Goals" listed are end-state; they are the long-range answers to what the community wants to accomplish to resolve a particular issue or problem. "Policies" and "Actions" are medium-range or short-range answers that guide day-to-day decision-making so there is continuing progress toward the attainment of goals.

Goal: A general, overall and ultimate purpose, aim or end toward which the City will direct effort during the life of the Bicycle Plan.

Policy: A specific statement of principle or guidance that implies clear commitment; the direction the City elects to follow in order to meet its goals.

Action: A program, activity, or strategy carried out in response to adopted policy to achieve a specific goal.

Every action is listed and numbered under a specific policy; however, an action often can implement more than one policy. Therefore, there are places in the Bicycle Plan where two or more related policies are listed in sequence, followed by one or more action programs.

This Bicycle Plan has four objectives: (1) Maintenance; (2) Education, Enforcement and Safety; (3) Promotion; and (4) Design. Additionally, the Walnut Creek Bicycle Plan provides specific recommendations for the City that will promote a desirable transportation alternative to the automobile.

2.1 MAINTENANCE

All bicycle facilities should be maintained to help minimize safety issues, including the repair of potholes and other street surface problems, such as the replacement of problematic roadway surfaces and grates.

Goal: Maintain a comprehensive and coordinated bicycle network.

Policy 1 Maintain roadways and bicycle facilities to provide safe conditions for all bicycle users.

Action 1.1 Keep bicycle facilities maintained and free of debris.

Action 1.2 Minimize disruption for cyclists during construction of roadway improvements and provide alternate bicycle routes, if possible, to maintain safety and route connectivity.

Action 1.3 Utilize the Bicycle Advisory Committee and Transportation Commission to help identify locations that pose safety issues for all users.

Action 1.4 As part of a CIP or roadway improvement, continue to improve signalized intersections, such as the installation of Bike Thru Lanes or type "D" bicycle loop detectors, to accommodate bicyclist use when such improvements are located on a designated bicycle facility.

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As part of a CIP or roadway improvement, continue to improve signalized intersections, such as the installation of Bike Thru Lanes or type "D" bicycle loop detectors, to accommodate bicyclist use when such improvements are located on a designated bicycle facility.

Action 1.5 Pursue new grant funding sources for constructing, upgrading, or maintaining new or improved bicycle facilities.

Action 1.6 Regularly evaluate bicycle-related crashes on roadways and implement short and long term improvements that reduce bicycle crash rates.

Policy 2 Update the Bicycle Plan to reflect new or improved bicycle facilities.

Action 2.1 Regularly review and update the Bicycle Plan to maximize the City's potential to secure grant funding from outside sources for new or improved bicycle facilities.

Action 2.2 Regularly update and distribute a map that identifies new or expanded bicycle facilities.

Action 2.3 When preparing the 10-year Capital Investment Program list, incorporate new or improved bicycle facilities that enhance connectivity and improve public safety.

2.2 EDUCATION, ENFORCEMENT & DESIGN

Bicycle education is an essential component in developing safe cycling skills, teaching cyclists their rights and responsibilities, and teaching both motorists and cyclists how to safely and effectively share the road.

Goal: Enhance bicycle safety through education and safety programs aimed at reducing bicycle crashes and eliminating barriers to bicycle use.

Policy 3 Expand education and interaction opportunities between the City and the general public on bicycle related issues.

Action 3.1 Regularly publish articles on bicycle safety and education in the City's *Nutshell* newsletter, on Walnut Creek public television, and on the City's website.

Action 3.2 Provide an annual report to the Transportation Commission and City Council on plan accomplishments and identify future opportunities for plan implementation.

Action 3.3 Support educational programs that promote safe riding techniques through schools, employment centers, and general publicity efforts.

Action 3.4 Coordinate with outside agencies to develop and distribute information that promote bicycle safety and alternative commute modes.

Policy 4 Enforce the safe use sharing of roadways.

Action 4.1 Monitor and enforce the safe sharing of roadways, as necessary.

Goal: Enhance bicycle security through education, regulation, and enforcement.

Policy 5 Promote programs that increase public safety awareness and reduce incidents of bicycle theft.

Action 5.1 Coordinate with 511 Contra Costa, BART, and County Connection to provide ample secure bicycle racks and lockers at transit stations and major destinations.

Action 5.2 Work with regional agencies to promote the creation of a bicycle registration and anti-theft program to help deter bicycle theft.

Action 5.3 Encourage and promote bicycle safety to various users, including school-aged children and adults, to reduce the total number of bicycle crashes and eliminate physical and emotional barriers to bicycle use.

Action 5.4 Work with law enforcement personnel to promote the safe and legal operation of bicycles throughout the City, including expanded awareness of bicycle laws.

2.3 PROMOTION

Promotion and facilitation of cycling includes providing a comprehensive bikeway network, end-of-trip facilities, and bicycle-transit services, holding events that encourage bicycle use, providing incentives for increased bicycle usage, signage and providing maps with recommended routes.

Goal: Facilitate bicycle use as a healthy alternative to get to work, school, shopping, recreational facilities, and transit stops.

Policy 6 Promote the usage of bicycle facilities and support bicycle-related programs that meet the needs of people of all ages, physical abilities, and economic means.

Action 6.1 Work with local school districts, 511 Contra Costa, and Contra Costa Transportation Authority to encourage local cycling events, such as Bike-To-School and Bike-To-Work events.

Action 6.2 Promote valet bike parking at public events and venues.

Action 6.3 Coordinate improvements with local school districts and transit agencies to provide safe and accessible bicycle facilities that promote Safe Routes to School and Safe Routes to Transit Programs.

Action 6.4 Promote bicycle travel as a viable alternative commute mode.

Policy 7 Create an efficient network of bike facilities that help support bicycle use as a viable mode of transportation.

Action 7.1 Promote bicycling as a commute mode to reduce traffic congestion.

Action 7.2 Support new development and redevelopment that accommodates and promotes bicycle use.

Action 7.3 Encourage businesses to work with 511 Contra Costa to provide an employee incentive program for bicycling to work.

Action 6.3

Coordinate improvements with local school districts and transit agencies to provide safe and accessible bicycle facilities that promote Safe Routes to School and Safe Routes to Transit Programs.

Action 7.4 Expand the existing or create new bicycle facilities with development and redevelopment of employment districts such as the Shadelands Business Center, the downtown Core Area, and around the BART stations.

Action 7.5 Include pedestrian and bicycle audits with traffic studies, if necessary, to measure the effectiveness of existing bicycle facilities and to support the development of new facilities.

2.4 DESIGN

Goal: Provide a safe and attractive environment for bicycle travel throughout the community.

Policy 8 Improve existing roadways to accommodate new or upgraded bicycle facilities.

Action 8.1 Coordinate with other jurisdictions and outside agencies to study ways to minimize potential bicycle hazards at or near freeway interchanges and roadway intersections.

Action 8.2 Include appropriate bicycle-related improvements as a condition of design review or subdivision approval.

Action 8.3 Provide routine accommodations for all modes of travel when implementing City street-widening projects and encourage routine accommodations for all other street improvement projects, where possible.

Action 8.4 Consider sidewalk widths greater than 10 feet when cyclists are allowed and/or encouraged to use sidewalks as a Class III designated facility.

Action 8.5 Coordinate with other local and regional agencies to develop a signage and wayfinding plan that can be implemented to promote bike use and improve access to destinations.

Action 8.6 Designate "Bike Thru Lanes" and "Share the Road" facilities, where possible, on select Class III facilities and at major roadway intersections to promote awareness and provide a safe location for bicyclists.

Action 8.7 Design new and upgraded bicycle facilities to exceed minimum safety criteria, where possible, in order to encourage expanded bicycle use.

Policy 9 Improve bicycle facilities to achieve safe, efficient connectivity while minimizing impacts to users of other transportation modes.

Action 9.1 Integrate new bike facilities when designing new or modifying existing roadways, where possible.

Action 9.2 Maintain the existing off-road trail network for limited bicycle use in designated open space lands, such as Shell Ridge.

Action 9.3 Identify alternative improvements that could help minimize the loss of on-street parking, if possible, where new Class II bicycle facilities are planned.

Action 9.4 Develop a Complete Streets policy that includes vehicle, pedestrian and bicycle related improvements, for upgraded roadways in Walnut Creek.

Action 9.4

Develop a Complete Streets policy that includs vehicle, pedestrian and bicycle related improvements, for upgraded roadwaysin Walnut Creek.

Policy 10 Develop a continuous bikeway network that closes gaps in the existing system and serves important destinations.

Action 10.1 Enhance network connectivity between transit stops and major destinations, including the Core Area and the City's open space areas.

Action 10.2 Support the development of a bicycle network that provides connections to facilities in neighboring communities.

Action 10.3 Encourage that bicycle routing be included as an integral part of the street design so that bicycle facilities form an integrated, cohesive network.

Action 10.4 Investigate the feasibility of a multi-user bridge over Ygnacio Valley Road for the Mt. Diablo-Briones regional trail near John Muir Medical Center.

Policy 11 Increase Availability of Bicycle Parking.

Action 11.1 Revise the bicycle parking standards in the zoning ordinance to include bicycle parking for multi-family residential uses.

Action 11.1

Revise the bicycle parking standards in the zoning ordinance to include bicycle parking for multi-family residential uses.

Action 11.2 Adopt standards for the installation and placement of bicycle racks and lockers.

Action 11.3 Expand the number of bicycle racks and lockers in parking garages, employment centers, shopping centers, transit stations and the Core Area to meet future demand.

Action 11.4 Consider the adoption of an in-lieu bicycle parking fee for developers in order to provide flexibility in meeting the bike parking requirement.

3 EXISTING CONDITIONS

3.1 SETTING

The City of Walnut Creek is the regional economic and cultural center in the County of Contra Costa, 23 miles east of San Francisco at the foot of Mount Diablo. The 2010 population for Walnut Creek is reported at 64,173 and the City encompasses 19.77 square miles of land area.

During the last several decades, Walnut Creek has expanded in both population and land area. In some cases, the land annexed into the City was vacant or underutilized and afforded opportunity for growth. In other cases, the lands were originally within the County's jurisdiction and were developed with inconsistent land patterns and development standards. This inconsistency in development and the presence of significant pockets of unincorporated areas within and surrounding Walnut Creek has resulted in a fragmented bicycle network that contains large facility gaps and inconsistent connections.

Much of the existing bicycle network was developed around an existing network of collector and arterial roadways that cross the city. The downtown area, including much of the traditional downtown, is laid out on a grid pattern of streets spanning from South Broadway to California Boulevard. Although the traditional downtown is accessible for vehicles, planning a bicycle network within the downtown is difficult as many of the streets contain on-street parking with a limited number of east-west roadway connections.

3.2 LAND USE

The majority of land area in Walnut Creek is dedicated to residential land uses, developed as suburban one and two-story single-family detached houses. Multi-family residences are located along some arterials and dispersed in some neighborhoods, including high density residential in the downtown Core Area. Rossmoor, the gated senior community, is somewhat self-contained within its large valley setting and lies to the southwest of the downtown area.

The predominant land uses within the Core Area consist of mixed-use, commercial, residential, and office uses. The Core Area is considered the economic and cultural center of the city and contains a majority of the shopping, restaurant, and cultural uses in the region. The Walnut Creek BART Station and two major highways border the Core Area. The unique character of the Core Area blends an older, more traditional downtown area containing smaller shops with larger department stores, upscale restaurants and retail chains. Walnut Creek is considered one of the premier shopping, dining and entertainment destinations in the Say Francisco Bay area.

Besides the commercial and residential uses, Walnut Creek also offers a variety of public open spaces, creeks, trails, parks, and plazas. The City boasts three golf courses and owns more open space per capita than any other community in the state of California. In 1974, Walnut Creek voters approved a $6.7 million bond measure that allowed the City to purchase 1,800 acres (7 km²) of undeveloped hillsides, ridge lines, and park sites. Currently, the City owns over 2,700 acres of open space lands.

The following is a list of the possible bicycle user destinations in Walnut Creek. The list includes 31 schools, 28 parks and open space areas, 10 major public and private facilities, 8 major commercial centers, and 2 transit hubs. This list includes some areas outside the City limits of Walnut Creek that are located within or adjacent to the City's Sphere of Influence and are important destinations for improved bicycle access for Walnut Creek residents.

3.2.1 Public Parks and Open Space

- Acalanes Open Space Area
- Alma Park
- Alamo Elementary Park, Alamo
- Arbolado Park
- Castle Rock Youth Sports Park
- Civic Park
- Diablo Shadows Park
- Diablo Foothills Regional Park
- El Divisadero Park
- Heather Farm Park
- Howe Homestead Park
- LarRieu Park
- Larkey Community Park
- Liberty Bell Plaza
- Lime Ridge Open Space Area
- Livorna Park, Alamo
- Mt. Diablo State Park
- Northgate Park
- Old Oak Park
- Pine Creek Park & Greenway
- Rudgear Park
- San Miguel Park
- Shell Ridge Open Space Area
- Sugar Loaf Open Space Area
- Tice Valley Community Park
- Valle Verde Park
- Walden Park
- Ygnacio Heights Park

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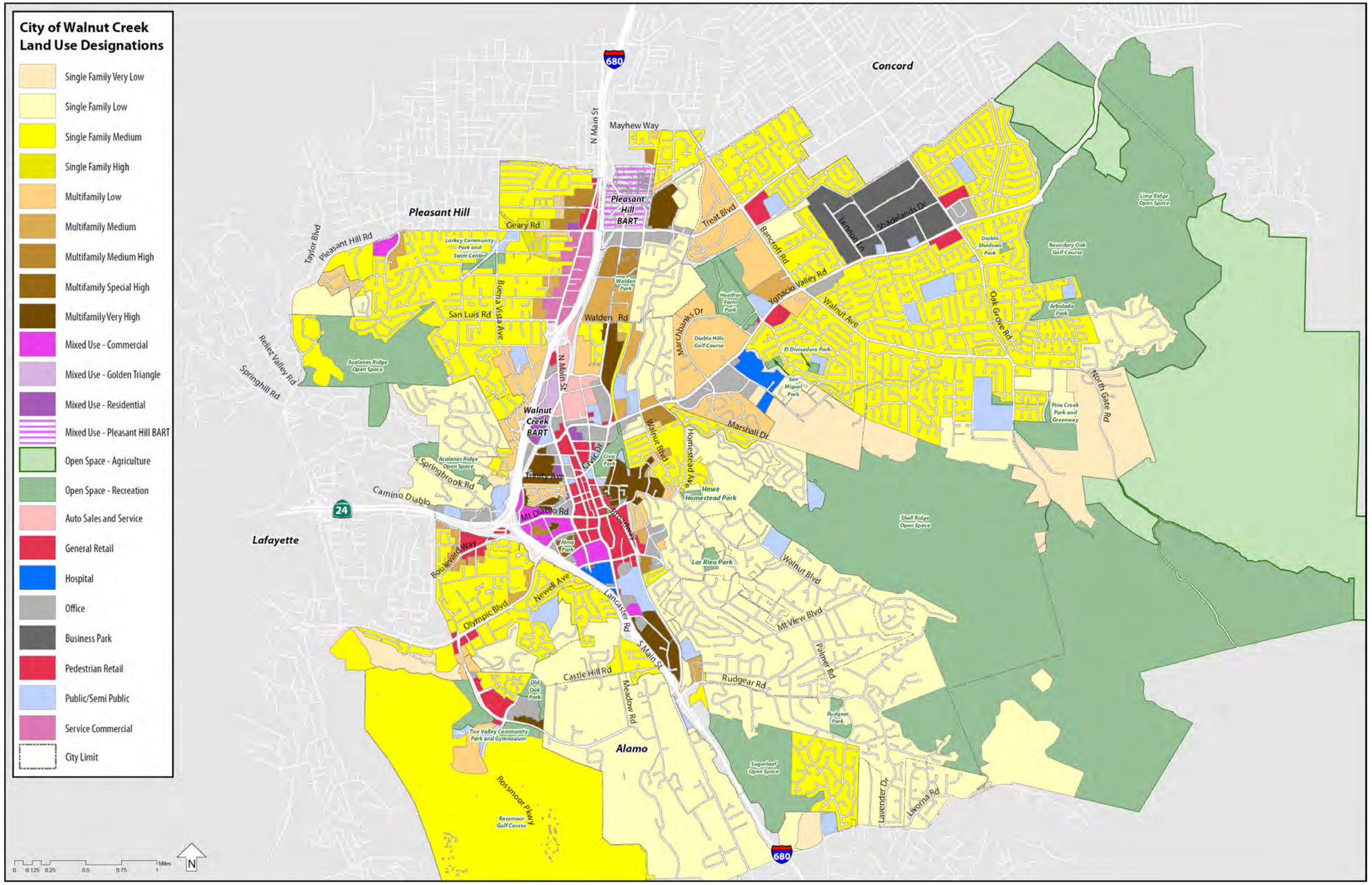

Figure 3-1: Land Use Map

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3.2.2 Public and Private Schools

- Acalanes High School, Lafayette
- Alamo Elementary, Alamo
- Bancroft Elementary
- Berean Christian High School
- Buena Vista Elementary
- Carondelet High School, Concord
- Contra Costa Christian School
- Contra Costa Midrasha
- Del Oro High School
- De La Salle High School, Concord
- Dorris-Eaton Elementary, Unincorporated Walnut Creek
- Eagle Peak Montessori
- Foothill Middle School
- Indian Valley Elementary
- Las Lomas High School
- Muirwood Elementary, Unincorporated Walnut Creek
- North Creek Academy
- Northgate High School
- Oak Grove Middle School, Concord
- Palmer School, Unincorporated Walnut Creek
- Parkmead Elementary, Unincorporated Walnut Creek
- Seven Hills School, Unincorporated Walnut Creek
- Springfield Montessori School
- Springhill Elementary, Lafayette
- St. Mary's Elementary
- Trinity Lutheran School
- Valle Verde School
- Walnut Acres Elementary
- Walnut Creek Christian Academy
- Walnut Creek Intermediate
- Walnut Heights Elementary
- Ygnacio Valley High School, Concord

3.2.3 Major Public and Private Buildings

- Bancroft Gardens
- John Muir Hospital, Walnut Creek
- Kaiser Permanente Hospital, Walnut Creek
- Lesher Center for the Arts
- Lindsay Wildlife Museum
- Shadelands Ranch Historical Museum
- Children's Hospital
- Jewish Community Center
- Walnut Creek City Hall
- Walnut Creek Public Library, Civic Park
- Walnut Creek Public Library, Oak Grove Road

3.2.4 Major Commercial, Recreational and Employment Destinations

- Broadway Plaza Shopping Center
- Citrus Shopping Center
- Contra Costa Centre
- Countrywood Shopping Center
- Downtown Walnut Creek
- Encina Grande Shopping Center
- Palos Verde Shopping Center
- Rossmoor Shopping Center
- Shadelands Business Park
- Ygnacio Plaza Shopping Center
- Golden Triangle Business Center

3.2.5 Major Transit Stations

- Walnut Creek BART Station
- Pleasant Hill BART Station

3.3 EXISTING BICYCLE NETWORK & SUPPORT FACILITIES

Walnut Creek has nearly 31 miles of paved Class I, II and III facilities that link to various areas of the community. This does not include the numerous miles of unpaved trails located within designated open space areas or Class III Enhanced facilities along Ygnacio Valley Road or Treat Boulevard.

3.3.1 Bikeway Classifications

The specific type of bicycle facility can be classified as described below. With exception of the Class III Enhanced Bicycle Routes, which are a hybrid Class II and Class III facility, the City has incorporated the CalTrans design standards, as described in Chapter 1000 of the Highway Design Manual. **Figure 3-2** presents a map of the existing bicycle facilities in Walnut Creek.

Class I Bike Trails provide bike travel on a paved right-of-way completely separate from any street or highway. Bike trails are designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. They generally serve corridors not served by streets and provide a recreational opportunity or a commuter route. Class I trails can be multi-user serving bicyclists, pedestrians and roller-bladers. Bicyclists and equestrians also use some of the unpaved Class I multi-user trails located in the open space areas in Walnut Creek.

Class II Bike Lanes provide a striped, signed and stenciled lane for one-way travel on a street or highway and are located on the outside edge of roadways, including all arterial streets. Class II lanes are delineated from vehicle travel lanes with striping and pavement markings.

Class III Enhanced Bike Routes provide for a shared sidewalk use with pedestrian traffic and are identified by signing along the sidewalk in the direction of vehicular traffic. Although the Highway Design Manual strongly discourages the use of sidewalks as Class III routes, Walnut Creek allows some sidewalks to be used by bicyclists along heavily traveled regional arterials, such as Ygnacio Valley Road and Treat Boulevard.

Class III Bike Routes provide for the shared use of a roadway with motor vehicles and are identified only by placing "Bike Route" signs along the roadways. Class III routes may also include "Share the Road" signs and/or have "Bike Thru Lane" pavement markings at roadway intersections.

Much of the existing bicycle network was developed around an existing network of collector and arterial roadways which cross the city. The downtown area, including much of the traditional downtown, is laid out on a grid pattern of streets spanning from South Broadway to California Boulevard. Although the traditional downtown is accessible for vehicles, planning a bicycle network within the downtown is difficult as many of the streets contain on-street parking with a limited number of east-west roadway connections

The Iron Horse Trail is a Class I bike trail in Walnut Creek.

Class II bike lanes are striped on California Boulevard.

Class III enhanced bike routes are installed along Ygnacio Valley Road

Oak Park Road is aClass III bike route.

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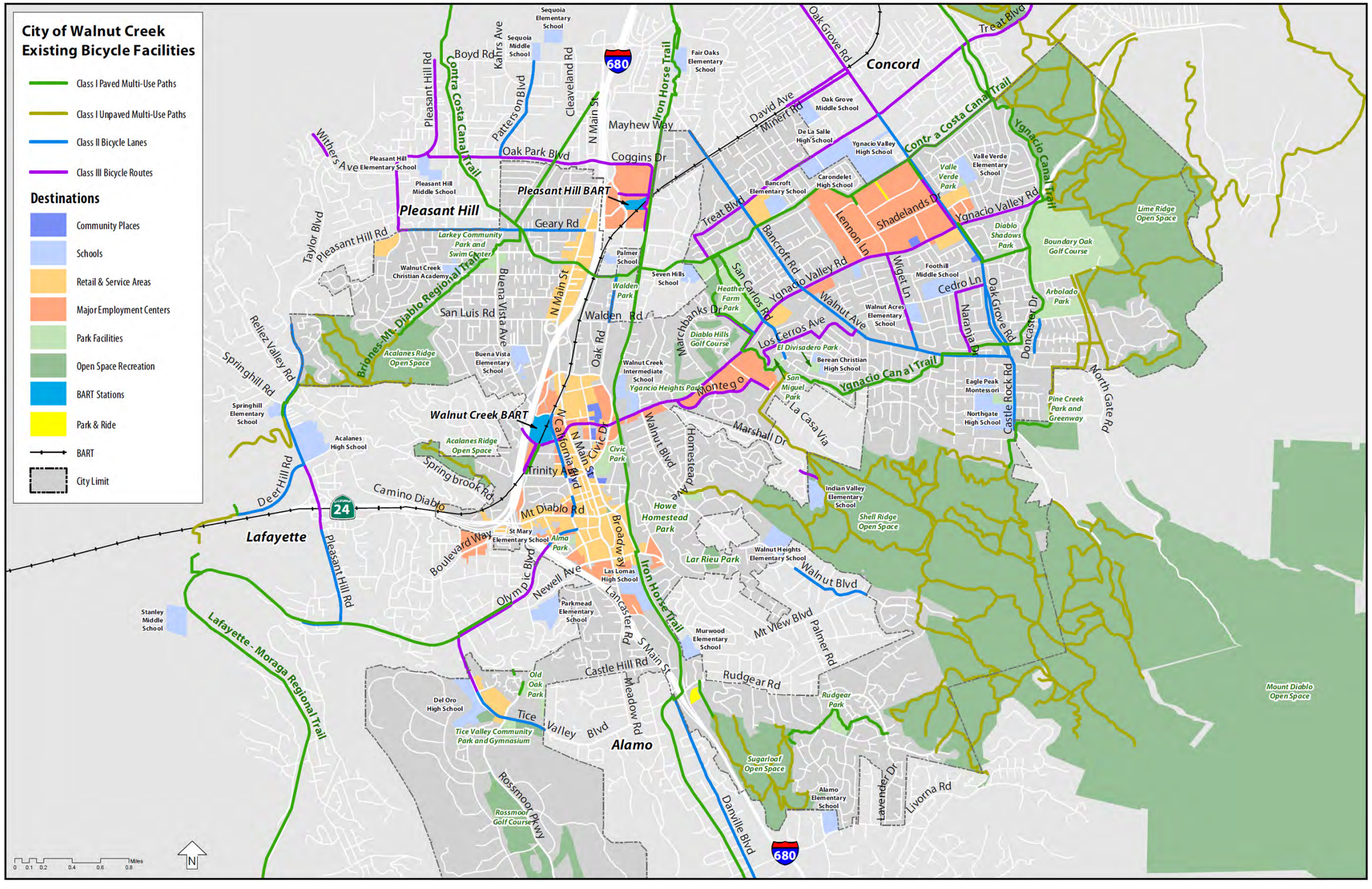

Figure 3-2: Existing Bicycle Facilities

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3.4 EXISTING SUPPORT FACILITIES

In addition to the numerous miles of bikeways throughout the City, a substantial number of public and private support facilities are also available to cyclists, including racks, lockers, showers, and restrooms.

Nearly all of the schools, parks, and public buildings are equipped with bicycle racks, including the 50 public bike racks installed in the downtown Core Area within city rights-of-way. In addition, many of the commercial and community facility uses outside the Core Area provide bicycle parking.

Fifty public bike racks are installed throughout the downtown core, including this one on Locust Street.

The City of Walnut Creek Zoning Ordinance requires that "bicycle parking spaces shall be provided for all Commercial and Community Facility Uses" at the time of new construction or any major alteration that increases the overall parking requirement by 10%. **Table 3-1** reflects the relationship of automobile parking spaces to bicycle parking spaces for non-residential uses.

Table 3-1: Zoning Ordinance Bicycle Parking Requirement

Total Auto Parking Spaces	Minimum # of Required Bicycle Parking Spaces
1-14	1
15-24	2
25-34	3
35-44	4
45-54	5
55-64	6
65-74	7
75-84	8
85-94	9
95-104	10
105 or more	10% of total # required

Public restrooms and water fountains are provided in all of the municipal buildings and many within the City parks. Additionally, many employers accommodate bicycle use for their employees by providing separate shower and locker facilities. These private and public facilities help support bicycle commuting in Walnut Creek and contribute to the long-term viability of bicycling as a commute alternative.

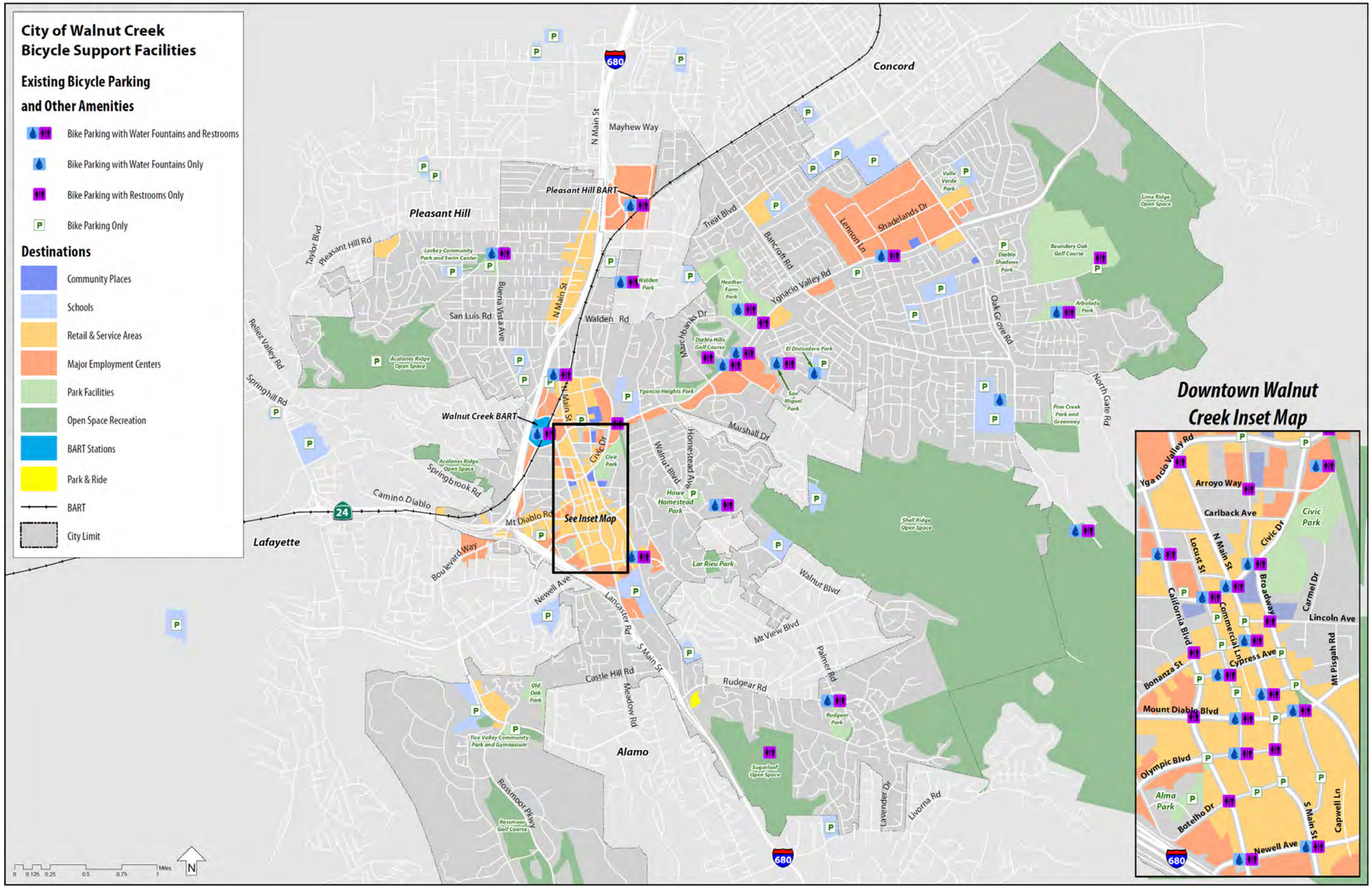

Figure 3-3: Bicycle Support Facilities Map

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3.5 BICYCLE ACCESS TO TRANSIT STATIONS

Improving bicycle access to transit stations is an important part of supporting bicycle use and provides an option to make bicycling a part of daily life. Additionally, providing improved and expanded access to transit stations encourages alternative transportation modes and helps reduces regional air pollution, energy consumption, and traffic congestion. Currently, bicycles can be accommodated on most County Connection buses and are allowed on nearly all BART trains, except during high volume commute times. Folding bicycles are allowed on all trains, at all times. Once at the BART Stations, a limited number of bicycle racks and storage lockers are provided for users. **Figure 3-4** presents a map of transit stops and stations.

BART provides bike racks and, for extra security, bike lockers that users can access by subscribing to BikeLink. Information about subscribing to BikeLink can be found at www.bart.gov or www.bikelink.org.

3.6 PAST EXPENDITURES FOR BICYCLE FACILITIES

The City of Walnut Creek has funded a number of programs and projects that have expanded bicycle facilities and encouraged bicycle usage throughout the City. The newer facilities include a Class I bridge on the Iron Horse Trail crossing Ygnacio Valley Road, the installation of new bicycle detection at signalized intersections, and the

implementation of a bike parking program which provided nearly 50 new bike racks in the downtown area.

Other facilities include the construction of new routes, new signage and wayfinding, and new bicycle racks. In total, the City has spent over $3 million over the past 10 years for new or expanded bicycle facilities, excluding regular maintenance costs of the existing bicycle network.

3.7 BICYCLE SAFETY

Bicycle safety is a major concern for existing cyclists and potential future cyclists. Perceptions of bicycle safety are often the sole influence for whether or not a resident will travel using a bicycle, especially if there are frequent and numerous crashes within a community. Education is an important component to bicycle safety and properly educating the cyclist and drivers on bicycle laws and awareness can help reduce the number and severity of incidents.

3.7.1 Reported Crash Statistics

In an attempt to evaluate the safety of the existing bicycle network in Walnut Creek, crash data was collected to identify locations and/or possible trends. Crash data was provided by the City of Walnut Creek and by the California Highway Patrol Statewide Integrated Traffic Record System (SWITRS) for a period between 2006 and the end of 2010. These crashes include all reported injury crashes and may include property damage incidents. While these annual figures do not include unreported incidents, the data by year, party at fault, and primary factor leading to the crashes are included in **Table 3-2** and **Table 3-3**.

Table 3-2: Walnut Creek Reported Bicycle Crashes – Party at Fault

Year	Total	Bicycle	Driver	Unknown
2006	15	12	3	0
2007	22	15	7	0
2008	31	20	8	3
2009	23	16	4	3
2010	33	27	3	3

A total of 124 bicycle crashes were reported during a five year period from 2006 to 2010. The single largest number of bicycle crashes was caused from bicyclists riding on the wrong side of the road. Another reason for the significant increase in reported crashes between 2008 and 2010 is the overall estimated increase of bicycle ridership due to the downturn in the economy and the rise in gasoline prices.

Table 3-3: Walnut Creek Bicycle Crash Factor

Year	Wrong Way	Stop Sign	Improper Turn	R-O-W Auto	Other	Total
2006	5	0	0	3	7	15
2007	5	0	1	3	13	22
2008	11	1	5	4	10	31
2009	11	2	2	2	6	23
2010	14	5	1	4	9	33

As reflected in **Table 3-4** below, none of the incidents resulted in a fatality but there were six incidents resulting in a severe injury during this five-year period. The data suggests that education, enforcement and signage may be an important tool to decrease the crashes.

Table 3-4: Walnut Creek Bicycle Crash Severity

Year	Total	Average Age	Fatality	Severe Injury	Other Injury	Complaints of Pain	Unknown
2006	15	38	0	0	7	3	5
2007	22	33	0	0	12	6	4
2008	31	39	0	1	19	5	6
2009	23	45.6	0	4	7	6	6
2010	33	31.3	0	1	18	10	4

3.8 EXISTING SAFETY PROGRAMS

Bicycle safety education programs have been provided through the City's Arts and Recreation program and offered at various locations throughout Walnut Creek with assistance from the East Bay Bicycle Coalition and other non-profit organizations. In addition, the Walnut Creek Police Department routinely provides support and education programs to local school districts to teach about general safety to and from school. In 2011, the City supported 511 Contra Costa and assisted with a series of bicycle rodeos for local school-aged children to provide education on bicycle operation and safety. The Bicycle Plan recommends this safety education be continued and expanded throughout the community.

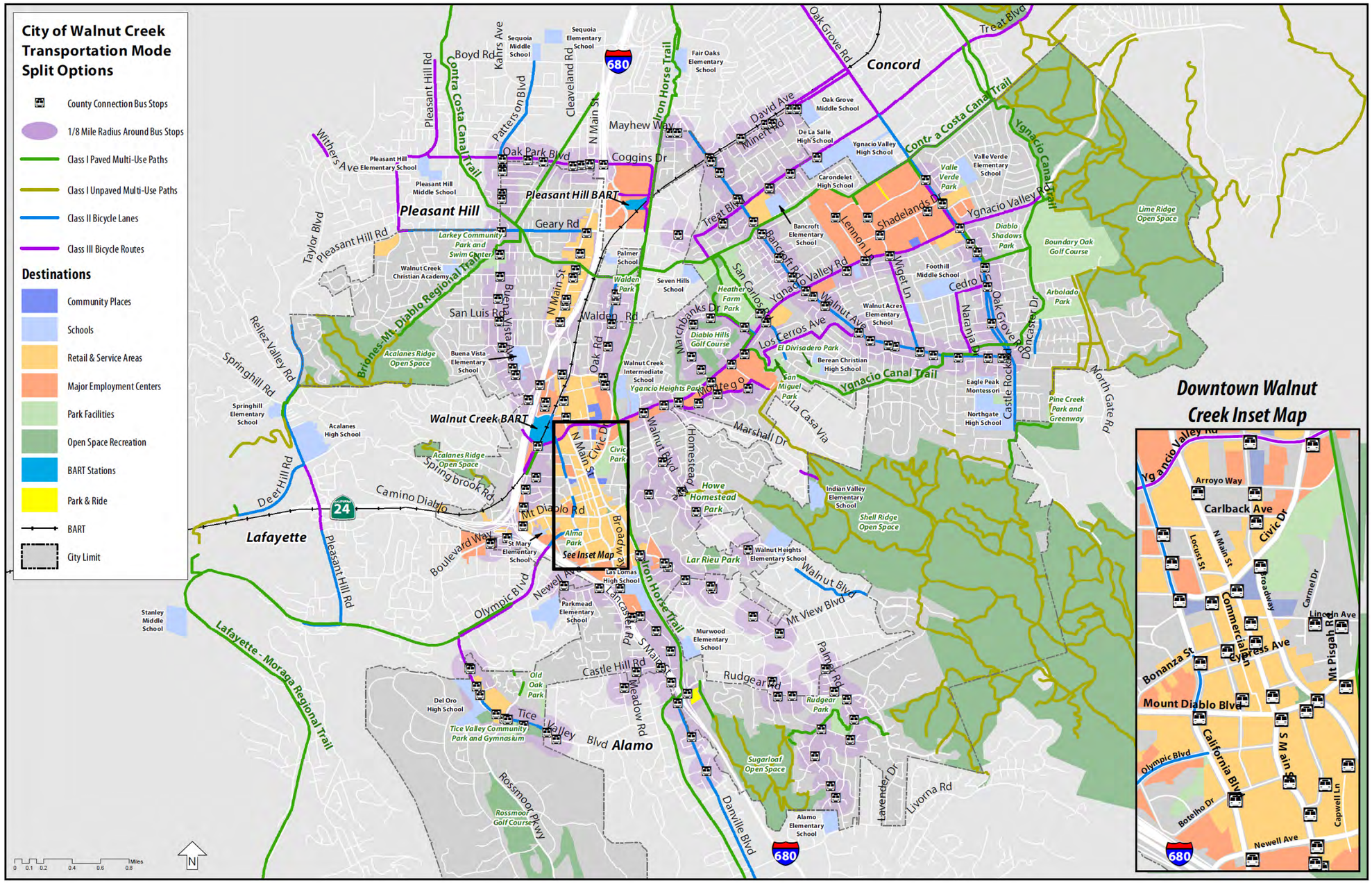

Figure 3-4: Transportation Mode Split Options

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4 NEEDS ANALYSIS

Reviewing the demand for bicycle travel and assessing the bicycling potential for Walnut Creek is a major element to this plan. In analyzing the need for new facilities in Walnut Creek, the Bicycle Plan identifies: 1) the physical attributes of bicycle facilities; 2) the potential for vehicle trip reductions and air quality benefits; 3) potential for increased bicycle usage; and 4) identifying and planning for the needs of the cyclist.

4.1 PHYSICAL ATTRIBUTES OF EXISTING NETWORK

One of the main objectives of the Bicycle Plan is to identify and promote ways to improve bicycle access from residential areas to major destinations throughout the City included transit nodes. While Walnut Creek provides great cycling potential, the existing network does not address all of the City's long-term cycling needs. A general review of the City's current bicycle network indicates that:

- Many roads are not currently bicycle friendly.
- Connections to downtown, transit stations and employment centers are not completed or clearly established.
- Bicycle parking facilities are inadequate in some locations.
- The unincorporated pockets surrounded by areas within the city limits result in gap connections on many important routes as they are outside City jurisdiction and require multi-jurisdictional cooperation.
- The existing safety and educational training programs can be improved to promote bicycling as a safe, viable mode of recreation or transportation.

Improving the existing facilities and providing new facilities will support bicycle use and promote future cycling potential.

4.2 TRIP REDUCTION & AIR QUALITY BENEFITS

Bicycling provides many social, economic and environmental benefits to Walnut Creek. The social benefits include healthier lifestyles and reduced traffic congestion. The economic benefits include reduced health-related costs, reduced energy costs, and a reduction of direct and indirect costs related to bicycle vs. vehicle ownership. The environmental benefits include improved air quality, lower energy usage, lower greenhouse gas emissions and reduced pollution (air, water, and noise).

In the United States, biking is primarily used for recreation, exercise, and non-utilitarian travel; however, biking is also a viable means of automobile trip reduction. Each trip that is shifted from a single occupancy vehicle to a bicycle results in a 100 percent reduction in vehicle emissions for that trip. Bicycling can substitute for relatively short trips which make up approximately 60 percent of all trips (i.e., generally less than five miles in

length). In addition, expanding the type and number of bicycle facilities will encourage and support in an overall reduction in single occupancy vehicles.

Reducing the number of vehicle trips is also the key goal of the Bay Area Air Quality Management District (BAAQMD), which is committed to achieving clean air to protect the public's health and the environment in the San Francisco Bay region.

Implementing the policies in the Bicycle Plan and reducing the number of vehicle trips in Walnut Creek will help achieve this goal. According the BAAQMD, motor vehicles are responsible for approximately 75% of the air pollution in the Bay Area. Promoting bicycling can help reduce vehicular use for short trips in Walnut Creek.

4.3 BICYCLE USAGE & DEMAND

Updated bicycle ridership levels for the Walnut Creek area are not easily measured without significant data collection. However, the 2000 Census measured the "mode split" between various forms of travel that people take to work (Error! Reference source not found.).

Mode split is often used when evaluating commute alternatives such as bicycling, where the objective is to increase the percentage of people selecting an alternative means of transportation to single-occupant automobile trips.

4.3.1 Current Bicycle Usage

According to the 2000 Census, data on the Home-To-Work mode splits show .6% of Walnut Creek residents bike to work on a regular basis, which is slightly higher than the national average of 0.4% and the County of Contra Costa average of 0.5%.

Table 4-1: Home to Work Mode Split for City of Walnut Creek

(2000 U.S. Census)

Mode	Split (%)
Drive Alone	69.4%
Public Transit	13.8%
Carpool	7.7%
Work from Home	5.7%
Walking	2.0%
Bicycling	0.6%
Other Means	0.5%

Although bicycle trips represent less than one percent of the trips in Walnut Creek, the census data does not consider several factors:

- Mode split data only represents commute trips, which tend to be longer trips than shopping, school, recreation and other trips and are not necessarily compatible with bicycling.
- Mode split data reflects only adult persons traveling to work and does not consider additional bicycle trips by school aged children.
- Census data typically only includes those persons who travel by that mode split 100% of the time. It does not account for those persons who travel using multiple travel modes and does not include persons bicycling only 2-3 times per week.
- The data does not include non-commute bicycle trips made on a typical weekday and does not factor separate trips for school, shopping or recreation. Such trips are usually shorter in duration and tend to be better suited for bicycle use.

Taking the foregoing factors into account, it is estimated the total daily bicycle trips currently in Walnut Creek is nearly 1% of all total trips.

4.3.2 Future Bicycle Potential

Estimating the future bicycle trips depends on a number of factors, including changing demographics, availability of support facilities, and expected build-out of the local and regional bicycle network. The current and projected number of bicycle commuters in Walnut Creek is listed below (**Table 4-2**). The proposed number of daily bicycle commuters is based on build-out of the network.

Table 4-2: Walnut Creek Daily Bicycle Commuters (estimated)

	Existing	Proposed	Increase
Walnut Creek	1,000+/-	2,900	1,900

The commute estimates listed above are reflected in the Countywide Bicycle and Pedestrian Plan, which was updated in 2009 by the CCTA. The estimates are based on County-wide data provided by the 2000 U.S. Census and the 2009 American Community Survey (ACS). The ACS is an on-going survey that replaces the "long form" of the census and collects demographic, housing and transportation information annually.

In Walnut Creek where a majority of the City is already built out, the opportunity for redevelopment is significant. For several years, redevelopment projects occurring in Walnut Creek have included compact, mixed-use projects that are conducive to bicycling, given the space limitations for automobiles. If Walnut Creek continues to expand the number of bicycle facilities and serve an increasing number of destinations, the number of persons who commute daily by bicycling may increase significantly.

4.4 PLANNING FOR THE CYCLIST

Cyclist needs can vary greatly depending on the age, experience and skill of the cyclist. The bicycling population in Walnut Creek is diverse and varies from very young, inexperienced riders to older, avid cyclists to regular riders who use bicycles only for recreational purposes. In order to effectively provide facilities and services to meet the needs of bicyclists, a variety of planning activities are needed.

When developing the facilities list, the type and location of the bike routes should take into account the experience level of the user and the purpose of the trip. Typically, any given set of facilities and routes will not be suitable for all persons. For example, certain routes with steep grades and high traffic volumes may not be suitable for beginner cyclists and may not be used for commute purposes. The Walnut Creek Bicycle Plan has been designed with this diversity of users in mind. The following definitions classify the population into identifiable skill levels.

Experienced cyclists are highly attuned to hazards and are skilled at riding in all traffic conditions.

4.4.1 Experienced Cyclists

Experienced cyclists often choose to ride in the motor vehicle travel lane and along major routes without a separate bicycle facility. These cyclists often prefer Class II and III bikeways. Avid cyclists are highly attuned to bicycle safety, so they are sensitized to potential hazards and they continually anticipate and avoid compromising situations while riding. This group, while vocally advocating for the bicycling community, is a relatively small segment of the total number of riders. In general, this type of cyclist is the most experienced and prefers the most direct route, regardless of traffic speeds and volumes.

Intermediate cyclists have a good sense of hazards and moderate riding skill level.

4.4.2 Intermediate Cyclists

Intermediate cyclists typically appreciate the convenience of a bicycle as compared to the car. These cyclists desire safe and efficient bicycle facilities, such as Class I and II bikeways. They are willing to accept some out of direction travel to avoid perceived hazardous locations. Some cyclists in this group feel uncomfortable riding along high-speed arterial streets, even when bike lanes are provided, and are attuned to potential hazards such as opening car doors and vehicles entering and exiting driveways. The regular bicycle rider wants to maintain momentum but usually obeys traffic controls.

Beginner cyclists can be any age but are in the process of learning hazard avoidance and improving riding skills.

4.4.3 Beginner Cyclists

Beginner cyclists typically prefer Class II and III bike facilities with relatively low traffic volumes or a Class I bike path. Beginning bike riders prefer short trips, seldom ride across town and are comprised of a relatively smaller segment of the cycling population.

5 PROPOSED BICYCLE NETWORK

The proposed bicycle network consists of a comprehensive system of facilities, both on-street and off-street, connecting residential neighborhoods with employment centers, schools, parks, transit stations, shopping and community centers, the downtown and other local and regional destinations.

The network, which includes existing and proposed bikeways and bicycle support facilities, was developed based on recommendations from the Bicycle Advisory Committee following several stakeholder meetings involving the general public and guidance by the City's Public Services Department.

Three major goals related to the network improvements were identified early in the process. These goals are to enhance connections to the Walnut Creek BART Station and downtown; provide new and expanded pathways that close gaps and link major employment and recreational destinations; and provide new and expanded support facilities, such as signal detectors and bicycle parking, which help improve bicycle travel in Walnut Creek.

The proposed system includes approximately 37 miles of new bikeway facilities in addition to the nearly 31 miles currently built. The breakdown of the existing and proposed bikeway network is shown in **Table 5-1**.

Table 5-1: Length of Walnut Creek Bikeway Network (in miles)

Bikeway Classification		Existing Facilities	Proposed Facilities	Total Facilities
Class I	Bike Path	14.2	5.1	19.3
Class II	Bike Lane	8.4	8.5	16.9
Class III (Enhanced & Standard)	Bike Route	8.2	23.9	32.1
TOTAL		**30.8**	**37.2**	**68.3**

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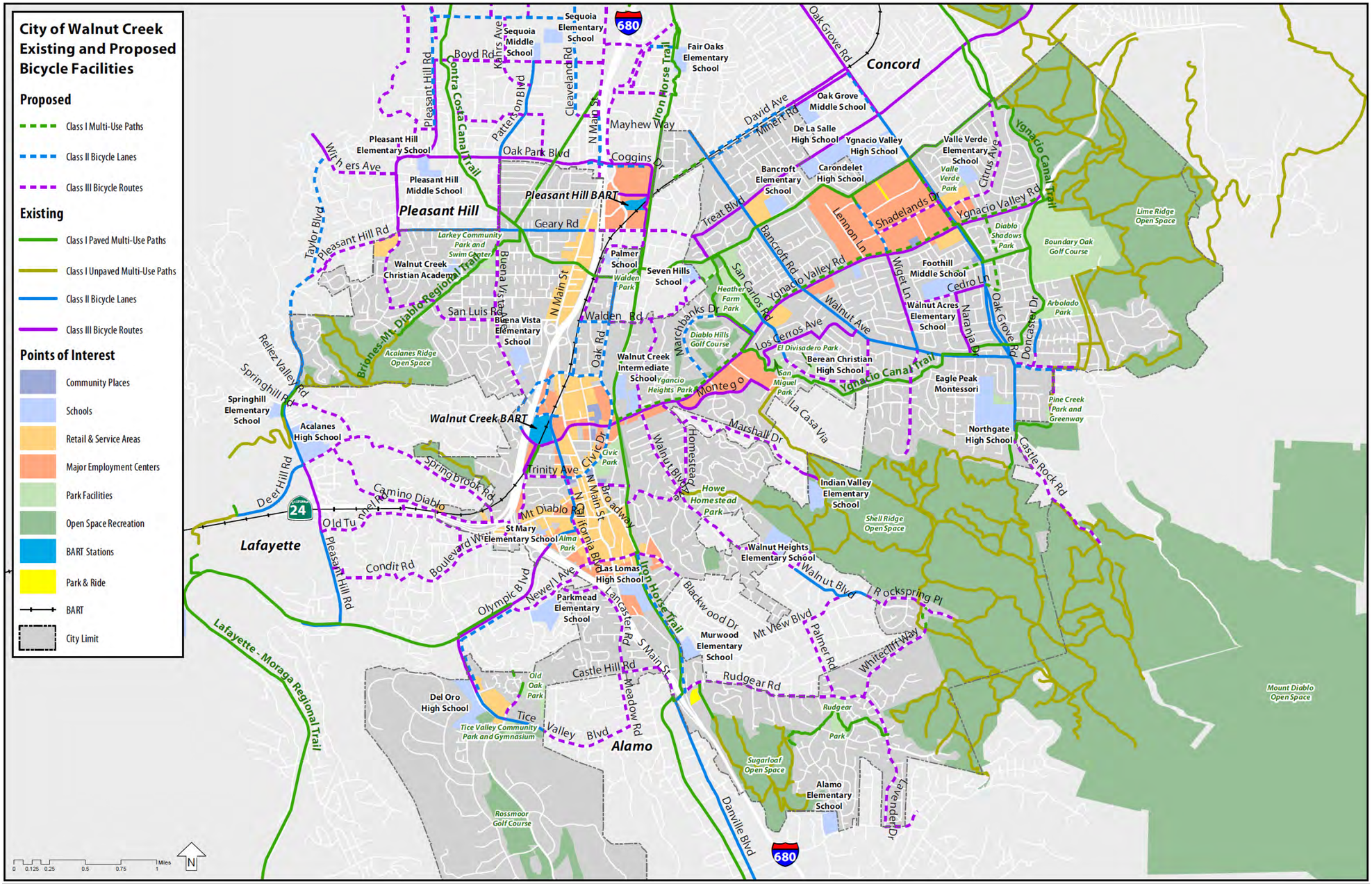

Figure 5-1: Existing and Proposed Bicycle Facilities

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5.1 YGNACIO VALLEY ROAD

The Ygnacio Valley Road corridor presents a key challenge to bicycle travel due to the high vehicular traffic volume. Considerations for placing bicycles to share the road with a Class II or III designation have serious drawbacks. Class II designation on Ygnacio Valley Road would require major acquisition of private property which could be cost prohibitive and could take too long to produce a usable facility for bicycles. Additionally, a typical Class II facility would also expose some inexperienced users to a challenge beyond their skill set. Therefore an alternative "hybrid" design for this bicycle facility is recommended.

The logical plan to accommodate bicycles on this route is to capitalize on and improve what has been done over the years. Since bicycles are allowed to use the sidewalk along Ygnacio Valley Road the plan is to improve the condition of the existing accommodation by establishing improvement goals that will lead to specific design standards for the sidewalk along Ygnacio Valley Road. The plan recognizes the various development patterns along Ygnacio Valley Road in terms of setbacks, intersection spacing and the varied horizontal and vertical alignment of the roadway. In order to improve Ygnacio Valley Road the plan is to maintain bicycle traffic on the sidewalk. The shared pedestrian and bicycle facilities along Ygnacio Valley Road will have three slightly different design standards in order to accommodate the various physical and operational characteristic of the arterial.

Between Oakland Boulevard and Iron Horse Trail: The plan is to provide a wider sidewalk, allowing bicycle travel in the vehicular direction (known as a Class III "Enhanced" facility). The design of this facility will incorporate wider sidewalks, minimize the number of driveways, safe horizontal and vertical clearances, creative orientation of ramps, and incorporate bicycle signal activation devices.

Between Iron Horse Trail and Bancroft/Walnut Avenue: The plan for this section is similar to the previous section with some parts of the facility either separating the pedestrians from bicycles or by separating the dual facility from vehicular traffic, where possible. Also unique to this facility is the vision for the living wall. The short term goal is to have of a two-way Class I facility on the north side of Ygnacio Valley Road between John Muir Drive and San Carlos Drive. The facility will provide a short term legal route for bicycle travel. This project is one of the identified Traffic Impact Fee improvements. The long term solution is to develop a design option to keep bicyclists on the south side of Ygnacio Valley Road between John Muir Drive and San Carlos. This could be done by either removing the living wall or by channeling bicycle traffic on the residential street parallel to Ygnacio Valley Road.

Between Bancroft Avenue and Oak Grove Road: The plan is to develop a Class III Enhanced bicycle facility to take advantage of the generous property setbacks.

5.2 RECOMMENDED BICYCLE PROJECTS

The planning and implementation of new bikeway facilities can be relatively simple and inexpensive, as when the City restripes a roadway with bicycle lanes during a routine resurfacing. New facilities can also be complicated and costly, as with streets that need to be widened and additional right-of-way acquired. The installation of some facilities, such as those where on-street parking must be removed to install bicycle lanes, may not always be desirable from the public's perspective. In other cases, impacts to natural topography such as the removal of trees or grading on a hillside may be needed to install safe travel lanes. These factors have all been weighed when ranking the facilities for implementation. Overall, the facilities recommended were selected because of the desire to connect various land-uses, ease of implementation, need for safety improvements, lack of parallel facilities, and need for continuity.

Once the list of recommended bikeway facilities was established, the facilities were prioritized. Generally, the project list reflects a bell curve, with some projects ranking high and others low, but with a majority having medium priority for implementation. Generally, the projects identified with the highest priority ranked high in some or most of the five criteria outlined in this section. The facilities that ranked highest provided improvements and connections to transit hubs, the downtown Core Area, and closed gaps in regional facilities.

5.3 NETWORK FACILITY MAINTENANCE

While providing new bicycle facilities is important, keeping the existing facilities properly maintained and in good condition is equally as important. For example, when a bicycle lane becomes filled with debris, cyclists are forced into the motor vehicle lane, creating an unsafe maneuver for the cyclist and the motorist. Poor facility maintenance can jeopardize public safety and deter potential cyclists unwilling to risk flat tires and crashes. Therefore, it is recommended that regular maintenance of bicycle facilities be provided. Maintenance can include roadway sweeping, routine trimming of landscaping along designated bike facilities, repainting of pavement markings when needed, and the removal of debris that clog drains and lead to roadway ponding.

5.3.1 Roadway & Trail Sweeping

All roadways and trails should be swept regularly to remove debris that could potentially obstruct cycling or endanger cyclists, such as broken glass, gravel, etc. The frequency of roadway sweeping may depend on the type of street, the season, and the characteristics of the roadway. Construction projects that are located adjacent to a designated bicycle facility should be swept more frequently to remove debris, as necessary.

5.3.2 Landscaping & Street Trees

Landscaping planted adjacent to roadway shoulders should be regularly inspected and trimmed to ensure hazardous conditions are not present that would obstruct bicycle use. Street tree size and variety should also be considered when new street trees are placed along designated bicycle facilities to avoid maintenance issues.

5.3.3 Pavement Markings

Pavement markings are particularly effective tools to enhance visibility for both the bicyclist and the motorist. Because pavement markings are essential for safe travel, all roadways with bike facilities should be regularly inspected to ensure that any legends and markings are clearly visible and legible.

5.3.4 Roadway Ponding

During the rainy season, it is not uncommon for ponding (flooding) to occur at the edge of roadways and within designated bike lanes. Ponding can be problematic for cyclists as it could cause slipping or falling while riding through water. Additionally, ponding could represent a more significant obstacle not visible to cyclists, such as potholes, clogged drainage pipes, and street grates. In an attempt to minimize these types of safety problems, it is recommended that regular inspections of the curb/gutter be made to identify and repair ponding locations. If drainage lines are clogged, every attempt should be made to remove the obstruction as soon as possible in order to maintain a safe and usable facility.

5.4 NETWORK FACILITY PRIORITIZATION

The Walnut Creek Bicycle Plan incorporates four criteria used to prioritize the build out of new bikeway facilities throughout the City. While each criterion was considered when ranking proposed bicycle facilities, not all criteria were weighted equally. Additionally, it is assumed that all projects address safety concerns or have the potential to increase overall safety for users.

5.4.1 Destinations Served

The larger the variety, amount and size of the destinations served the greater the ranking. Bicycle destinations include schools, employment centers (i.e., Kaiser Hospital, Walnut Creek downtown), parks, commercial centers (i.e., Broadway Plaza), and transit centers (i.e., BART). The proximity of a destination to a project did increase the ranking.

5.4.2 Connectivity

Those facilities that connect to either a county or regional system, including transit stations, received a higher ranking. However, projects that provide connectivity or close major gaps and do not duplicate other nearby facilities will also enhance connectivity and are considered a higher priority for implementation.

5.4.3 Feasibility

Projects that have preliminary design completed, represent an extension to an existing program that already has funding, or appear to have relatively few feasibility constraints receive higher rankings along with projects that potentially qualify for multiple funding sources . Additional indicators of feasibility include the extent of existing right-of-way available for development; level of environmental review required; amount of public support; total cost of project; and estimated time to implement the project once approved.

5.4.4 User Groups

Bicycle facilities that benefit existing, or have the potential to increase the total number of user groups receive a higher ranking. For the purposes of this Bicycle Plan, user groups were separated into the three categories described above: 1) Experienced Cyclists; 2) Intermediate Cyclists; and 3) Beginner Cyclists. The user groups also considered cyclists that use facilities for work commute and recreational purposes.

5.5 BICYCLE PARKING

Bicycle parking is an important component of planning bicycle facilities and helps encourage future use. To be effective, both bicycle racks and lockers should be placed so that they can be readily accessible, secure, and installed correctly without impacting pedestrians or motor vehicles. Bike racks provide accessible short-term parking for the bicycle but don't have locking mechanisms. Bicycle lockers provide long-term secured parking that allows for longer term parking periods but requires more physical space.

Future increased demand for both short and long-term bicycle parking will require that additional racks and lockers be provided in the downtown. However, due to the lack of available space within the City right-of-way alternative sites will need to be identified. Given the central location of parking garages and the walkability of the downtown area, additional racks and lockers are recommended within all of the City-owned parking garages. Placement of racks and lockers in the garages will provide secure, central locations for bicycle storage and further support the walkability of the pedestrian-friendly downtown.

Besides the downtown Core Area, some of the outlying commercial and office centers already provide sufficient short- or long-term bicycle parking. A long-term goal of the Bicycle Plan is to ensure that adequate bicycle parking is provided in all public locations, at destinations throughout the City, and in larger commercial and residential developments.

5.5.1 Bicycle Racks & Lockers

Bicycle racks provide short-term, low-cost parking for between two and eight bicycles. Ideally, racks are secured to the ground and are located in highly visible areas to promote usability and security. Bike racks are usually located at schools, commercial areas and public areas, such as parks, libraries and public transit areas.

Bike racks are provided at most Walnut Creek destinations, including this one pictured at City Hall.

Bicycle lockers provide long-term parking for bicycles and can usually accommodate other related gear, such as helmet, lights, tool bags, clothing, etc. Although bike lockers usually provide secured, long-term parking, other long-term parking options include:

- Racks in an enclosed, lockable room.
- Racks in an area that is monitored with security.

5.5.2 Bicycle Parking Location & Installation

Bicycle parking should not be visually obstructed by landscaping, benches, or other street furniture. If possible, however, bike parking should be located within 50-feet of the building entrance. Racks and/or lockers should be highly visible and in well-lit environments to protect both bicycle and user. Racks and lockers should be located on all-weather surfaces that properly drain and if possible, be protected from the weather.

Equally important to selecting an appropriate bike rack is proper installation. Upon site inspection of many downtown locations, it was observed that many racks were not properly installed or functional as they do not provide the amount of horizontal clearance needed, while other racks are obstructed with street planters. If a rack or locker cannot be placed within close proximity to a building entrance due to space or accessibility limitations, the facility should be placed off-site at a location that is suitable and can accommodate bike parking. All bicycle racks and lockers should be installed using the manufacturer's specifications and minimum clearance requirements.

This bike rack is installed too close to the bench, not providing the recommended 36 inch horizontal clearance needed to accommodate most bikes.

5.6 OTHER SUPPORT FACILITIES

Aside from on-street and off-street bikeways, other facilities can assist bicyclists along their routes and at their destinations. First, signage helps to direct bicyclists to suitable bikeways and can identify important destinations along the way. Signs also alert motorists of the possible presence of bicyclists. Second, support facilities such as bicycle parking and water fountains can support shorter bicycle trips to various locations, including school or neighborhood shopping centers. Third, larger facilities that provide changing rooms, showers and clothing lockers are suitable for those bicyclists who commute longer distances for work or other purposes. Many occupations require specific

uniforms or formal attire, such as suits and ties, and providing employees shower and locker facilities may help encourage new bicycle commuters.

In addition to the adopted policies within *Walnut Creek General Plan 2025*, the following recommendations will increase the number of locations with bicycle parking, shower and locker facilities in Walnut Creek.

- When approving any new development or redevelopment that requires discretionary review, projects should include both long- and-short term bicycle parking and storage facilities for all uses. In particular, the City's design guidelines should be revised to require, where appropriate, new projects to provide weather-protected, safe bike parking and/or storage facilities and other bicycle-friendly amenities.
- Encourage existing developments to provide and maintain support facilities on-site when expanding, remodeling, or as otherwise needed. If site constraints do not allow for the placement of such facilities on-site, look for alternate locations in close proximity.

5.7 SIGNAGE & WAYFINDING

Implementing a well-planned, attractive, and effective system of network signage can greatly enhance bikeway facilities by signaling their presence and location to existing and potential users. By directing residents and visitors to the facilities in Walnut Creek and neighboring destinations, effective signage can encourage more people to bicycle. Signs also promote motorist awareness by alerting them to the fact that bicyclists may be on the roadway.

The wayfinding plan should coordinate signage along bike trails, bike lanes, and bike routes, and should identify major destinations, such as transit stations and shopping areas, and indicate the cycling level of difficulty. Providing a comprehensive wayfinding plan based on level of difficulty will provide both experienced and less experienced cyclists with preferred routes of travel.

Although some signs have been placed along the regional trails: Iron Horse Trail and the Contra Costa Canal Trail, a comprehensive signage/wayfinding plan should be developed for the City's bikeway network. Due to the number of facilities proposed, the number of destinations, and the number of regional bikeways, the signage for all facility types should be coordinated and be consistent with signage/wayfinding in other jurisdictions.

Customized wayfinding confirmation sign example, City of Oakland, CA.

5.8 BICYCLE EDUCATION & ENFORCEMENT

Another major goal of the Walnut Creek Bicycle Plan is to improve the safety, convenience and usability of all bikeway facilities in and around the City. The California Vehicle Code provides cyclists with the same rights and responsibilities as drivers in motor vehicles. However, riding a bicycle is dramatically different than driving a motor vehicle and unfortunately, many cyclists and operators of motor vehicles do not fully understand basic bicycle riding principals. Providing education and enforcement of bicycle riding for both the bicyclist and the vehicle operator is essential to create a safe, well-coordinated bicycling environment.

Safe routes to school assemblies teach students the rules of the road.

5.8.1 Education

Education is an important element in increasing bicycle ridership while also improving safety. While bicycle education involves safety, it should also promote bicycling. Focusing solely on the dangers of the road tends to discourage people from cycling. Therefore, the best kinds of education highlight the benefits of cycling- such as sports, exercise, adventure, pleasure, healthy transportation- while providing new cyclists with the knowledge and tools they need to safely share the road.

Every person riding a bicycle upon a street or highway has all the rights and is subject to the all the duties applicable to a driver of a vehicle. This includes obeying traffic lights and right of way rules. It is the responsibility of every cyclist to adhere to these laws as well as other safety guidelines. Bicycle education can include skilled-based training for cyclists and information-based training for motor vehicle operators.

There are major differences in the bicycling abilities, behavioral patterns, and learning capacities of different groups of bicyclists and other road users. For example, children have different physical and psychological abilities than adult bicyclists. Because bicycle safety is an important component of this Bicycle Plan, targeting age specific users is essential. The safety programs are recommended for implementation as follows:

Children. Although there is minimal bicycle education currently offered to children, there should be monitoring of the bicycle safety programs for school-aged children to ensure that all children go through a bicycle safety program as part of their school curriculum. School children are most effectively reached when an action-oriented teaching approach

and a repetitive practice process are coupled with awards and incentives. Awards and incentives can consist of certificates of completion, free or reduced-cost bicycle helmets and other accessories, or discount coupons for area bicycle shops. In addition, safe bicycle operation should be taught to students who are taking drivers education classes.

Adults. A safety educational program for bicycling in Walnut Creek will be available for those adults of the general public on select weekends through the City's Arts, Recreation and Community Services. As discussed above, bicyclists fall into several different categories of riders. Some adults are comfortable riding on busy streets and mixing with traffic while others prefer quieter streets or off-street trails. In addition, some adults ride a bicycle only a few times a year, while others ride often but primarily for recreation. Finally, some ride for their profession, such as bicycle police or messengers. Each type of cyclist has its own concerns and philosophy about how bicycles fit into the transportation system. Education and encouragement efforts must recognize this and messages must be tailored to each group. Safety education should be provided for, and address, both bicycle riders and motorists.

Other Groups. Safety education should also be required of people who routinely come into contact with persons on bicycles. These groups include public transit employees, City employees, including Police Department personnel.

5.8.2 Enforcement

A common goal for any enforcement activity or program is to improve voluntary compliance with the laws, identify and correct violator behavior, affect a behavioral change in the community, reinforce education efforts, and reduce the number of crashes, and the consequences resulting from these crashes.

For the purposes of this Bicycle Plan, the term "enforcement" is not limited to law officers issuing tickets. Enforcement also involves a variety of techniques that encourage certain behaviors while deterring others. Enforcement activities can be carried out by many different community groups, from parents and employers to neighborhood associations to law enforcement agencies. It is critical that effective procedures are in place for handling violators and for training law enforcement officers.

Bicyclists enjoy increased comfort levels afforded when motorists slow down. Speed feedback signs work to reduce motorist speeds.

While Walnut Creek provides routine bicycle safety programs for all ages, the City does not currently have an enforcement program that educates the cyclist on safe operation of a bicycle. An enforcement program that also includes an opportunity to mitigate citations through attendance of a safety course should be implemented to help educate the user and improve safety.

5.9 ENCOURAGEMENT & PROMOTION

A goal of this plan is to increase the use of bicycles for transportation and recreation for work, school and other destinations, and gain acceptance of bicycle commuting as a mainstream activity through incentive, encouragement and promotion of bicycling in Walnut Creek. Individually, the following recommendations may not increase bicycle use by a large degree, but collectively, in conjunction with the providing of new facilities, these recommendations are expected to increase overall ridership in Walnut Creek.

5.9.1 Safety Brochures

A series of bicycle safety, marketing and educational materials should be developed to identify existing local and regional efforts and present a standardized approach which can be used by Walnut Creek.

5.9.2 Bike Fairs/Rodeos

A "Bike Rodeo" is usually a bicycle safety clinic featuring bike safety inspections (and optionally quick tune-ups), and a brief (i.e., 10 to 15 minutes) safety lecture about the rules of the road. This is followed by a ride on a miniature "chalk street" course set up in a parking lot where young cyclists are shown where and how to apply the rules. The City should continue to coordinate with 511 Contra Costa, the local school districts, and bicycle coalitions to sponsor bicycle fairs/rodeos which promote bicycle usage and safety.

5.9.3 Bicycle Promotion

Various bicycle promotions, such as "Bike Buddies" or similar bike mentoring programs that have been successful in other Bay Area cities, such as San Francisco, will help promote bicycle usage for persons less experienced or new to riding bicycles. The City should explore the Bike Buddies program and any other programs that could help promote bicycle usage. Other ways to promote bicycle usage could include the placement of "bike banners" in the downtown area and a bike sharing program.

5.9.4 Employer Incentives

Walnut Creek should work with major employers, the Walnut Creek Chamber of Commerce, and the Downtown Business Association (DBA) to encourage bicycle commuting by their employees through the coordination of promotional events, encouraging the addition of bicycle lockers, and providing access to shower facilities. Incentives may also be the provision of commuter bicycles by the employer. An annual "Team Bike Challenge" could be another method to encourage employees to bike to work.

The City of Walnut Creek and other large employers within the City should continue to partner with 511Contra Costa to promote Alternative Commute Programs that encourage employees to bike to work.

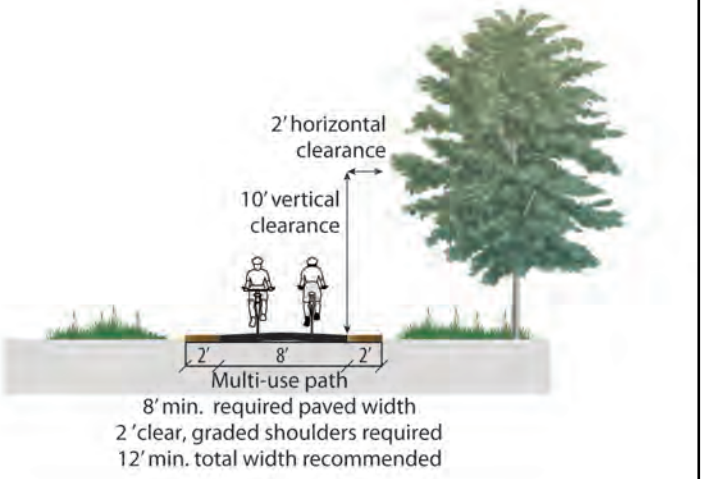
5.10 ENGINEERING & DESIGN

The *Caltrans Highway Planning and Design Manual, Chapter 1000* provides extensive detail and establishes design standards for new bike facilities in the State. While many roadways are currently not built to accommodate sidewalks or bike lanes, the existing roadway design should not limit the implementation of newly planned bicycle facilities or improvements. In some cases, additional right-of-way may be needed and in other cases, expanding or retrofitting existing sidewalks, parking lanes or drive aisles to accommodate new bike facilities may be possible.

The following design standards are desired when designing and constructing new bikeway facilities. **Figure 5-2** presents example bikeway design guidelines that meet Caltrans standards.

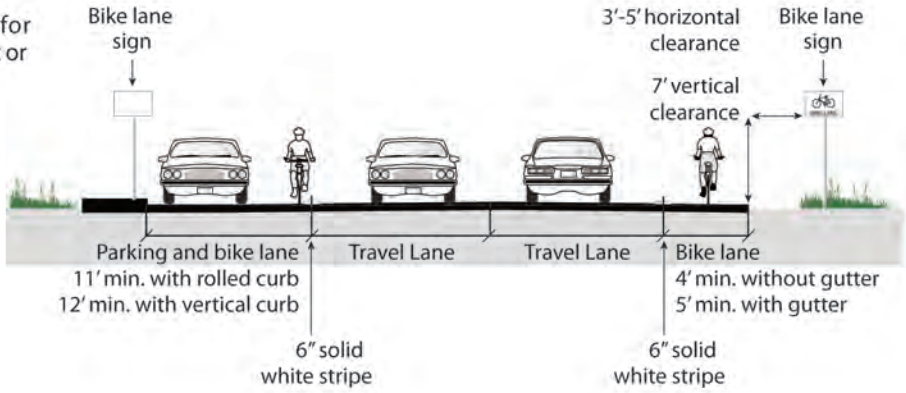
CLASS I
Multi-Use Path

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.



CLASS II
Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



CLASS III
Bike Route
Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.

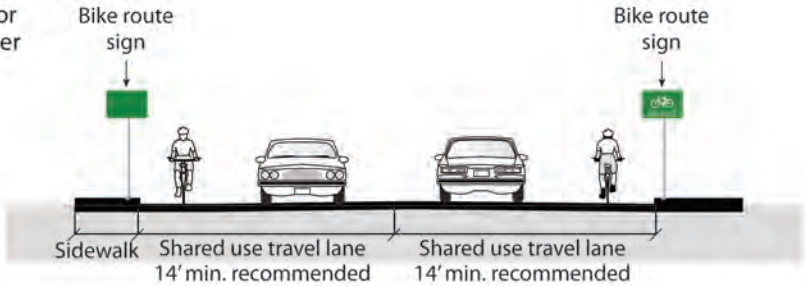


Figure 5-2: Example Bikeway Design Guidelines

5.10.1 Class I Bike Path

The minimum width of a designated Class I facility should be at least eight feet (2.4 meters), but ten feet is recommended to provide at least five feet for each direction of travel. Additionally, the following standards are recommended for Class I facilities:

Bikeway continuity. *Off-street should be continuous and should connect to other types of facilities at each end of the bikeway to provide an interconnected system.*

Right-of-Way opportunities. *As opportunities arise, the City should attempt to utilize existing easements or acquire new easement dedications for Class I facilities. Such opportunities may include connecting dead-end streets in new developments with existing neighborhoods, along streets with excess width and unpaved right of way, or along drainage channels or creeks.*

Design standards. *Incorporating CALTRANS design standards for other elements, such as drainage slope, clearance, signing and striping, is also recommended.*

Class I paths should provide at least eight feet of paved width and two feet of graded shoulders on each side.

5.10.2 Class II Bike Lane

The minimum desired width of a designated Class II bike lane ranges from four feet to five feet. The following standards are recommended for Class II facilities:

Design standards. *Caltrans design standards are recommended for Class II facilities. Minimum widths are five feet adjacent to on-street parking or vertical curb without on-street parking, and four feet on streets without curb and gutter. Appropriate signing and pavement markings shall be provided to identify the bicycle lane. Caltrans standards are also recommended for bike lane markings or transitions at intersections.*

Street width. *The standard forty-foot curb-to-curb street width can accommodate Class II bike lanes in both directions if parking is eliminated from one side of the street. Bike lanes should be provided in both directions, if feasible, unless the street is one-way. Streets appropriate for Class II bike lanes include those where on-street parking needs are not critical. Alternatively, prohibition of parking on one side of the street during certain hours of the day may be considered to accommodate bicyclists.*

Class II bike lanes should be at least five feet wide, although a six foot width is preferred along on-street parking lanes.

5.10.3 Class III Bike Route (Standard and Enhanced)

A Class III bike route is usually established on low-volume local neighborhood streets, but can be located on any type of street. Many of the existing facilities in the City are designated as this type of facility. Class III facilities on a designated route to school should have wider outside lane widths (fourteen to sixteen feet), if possible, to accommodate a younger cyclist. Prohibition of parking during morning and afternoon commute hours may be considered to achieve the desired width.

Although designated Class I, II and III facilities are specifically designed for bicycle travel, it is important to recognize that all public roadways, except for those segments of freeways where prohibited, are open for cyclists to travel.

Class III bicycle routes are designated by signs. Bicyclists and motorists must share the outside travel lane.

5.10.4 Share the Road ("Sharrows")

Often the roadways that provide bicyclists the most direct routes are also the most unpleasant and perilous. Adding bicycle lanes to existing streets or including them in new streets is usually the preferred way of improving roadways to accommodate bicycle use. Bicycle lanes provide a clearly demarcated space that is understandable for both bicyclists and drivers. In some cases a substandard roadway width is too narrow and does not allow a bicycle and a vehicle to travel safely side by side within the lane.

One solution used to enhance a typical bike route is with a shared lane arrow pavement stencil, which shows bicyclists where to ride and alerts motorists that they may need to share the roadway. These are commonly known as "Sharrows". Additionally, where narrow lanes prevent comfortable lane sharing, posting "Share the Road" signs, coupled with pavement markings where possible, will help encourage motorists to make room for bicyclists who use the road.

Sharrows can serve three purposes: 1) Delieanate bicyclists' path of travel away from opening car doors, 2) Increase awareness of bicyclists among motorists, and 3) Guide bicyclists along designated bikeways.

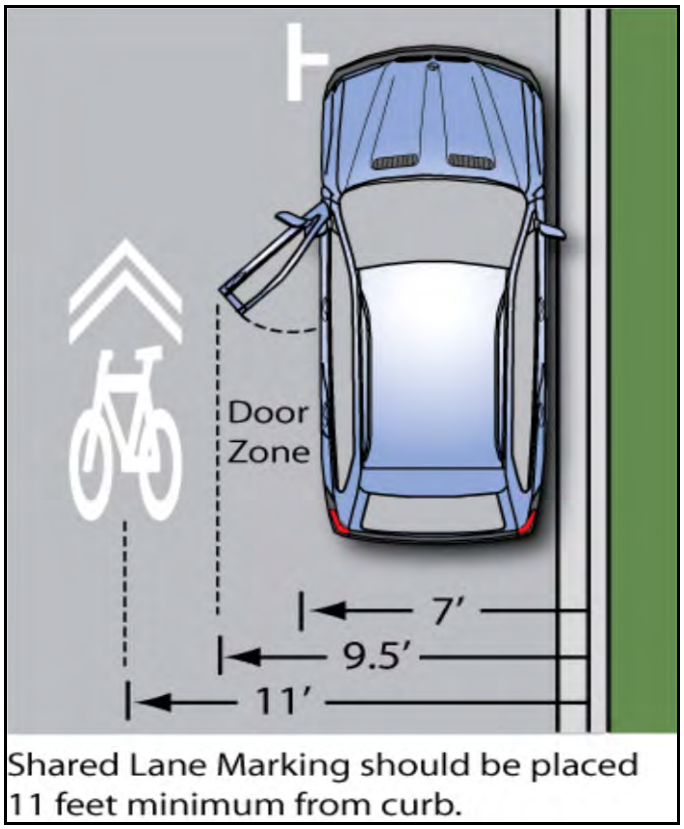


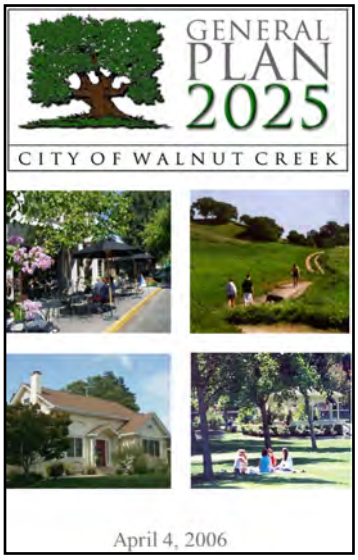
Figure 5-3: Example Sharrow Placement

While "Share the Road" designations are not recommended for all Class III facilities, they are encouraged for roadways that connect to Class I or II facilities or where roadway width is not sufficient to accommodate separated use. Although some roadways lack sufficient width to accommodate a standard Class II facility, they may be able to accommodate a Class III with Share the Road designation.

6 CONSISTENCY WITH OTHER PLANS & POLICIES

The Walnut Creek Bicycle Plan has been developed and coordinated with the bicycle plans adopted or being developed in the cities of Lafayette, Concord, Pleasant Hill and Contra Costa County in order to ensure bikeway connectivity across jurisdictional boundaries. The Bicycle Plan was also developed to be consistent with *Walnut Creek General Plan 2025* and seven other regional plans, including the *Countywide Bicycle and Pedestrian Plan*, the *East Bay Regional Park District Plan* and the *MTC 2001 Regional Bikeways Plan*. A summary of the related policies from Walnut Creek and other regional plans are listed below with applicable policies incorporated herein in an attempt to maintain consistency between past and future planning of facilities.

6.1 WALNUT CREEK GENERAL PLAN 2025



Walnut Creek General Plan 2025 establishes several goals, policies and action items pertaining to bicycle use and travel in the City. The following items are relevant to the Bicycle Plan:

Chapter 2: Quality of Life

Action 11.2.1 Encourage pedestrian- and bike-friendly development and redevelopment that encourages physical activity

Chapter 3: Natural Environment

Action 4.1.1 Work with the County, the East Bay Regional Park District, and other agencies to develop trail links between residential areas and parks, creeks, transportation, schools, open space, shopping and various public facilities.

Action 4.1.3 Complete bicycle and pedestrian trail linkages, including the following:

- In the Pleasant Hill BART areas.
- From Heather Farm Park to John Muir Medical Center.
- Along the Iron Horse Regional Trail near the Sugarloaf Open Space, downtown, Las Lomas High School, and Walden Park.

Action 4.1.4 Use existing easements and creeks for trail links to neighborhoods.

Chapter 4: Built Environment

Action 15.1.1 In new development where street connections are possible, encourage both street and walkway/bikeway connections and discourage use of cul-de-sacs.

Action 21.1.1 Revise the City's Design Review Guidelines to encourage developers to include the following features in the development of new and the redevelopment of existing shopping centers:

- Pedestrian walkways and bikeway connections that create safe paths of travel through the shopping center and parking, and to transit and nearby sidewalks.
- Attractive and convenient bicycle parking.

Action 23.2.1 Develop a comprehensive walkways and bikeways plan for the Shadelands Business Park.

Action 31.2.3 Promote residential development and redevelopment opportunities near transit and commercial centers, and encourage walking, bicycling, and transit use.

Chapter 5: Transportation

Action 2.1.1 Refer proposals to expand or improve bikeways within Walnut Creek to surrounding jurisdictions, interested regional agencies, and bicycle advocacy groups

Policy 2.3 Promote the safety of bicyclists, pedestrians and equestrians.

Action 2.3.1 Investigate the feasibility of constructing a bridge over Ygnacio Valley Road for the Mt. Diablo-Briones regional trail near John Muir Medical Center.

Action 3.1.3 Require that roadway and transportation improvements needed to implement the general plan are considered when a new Capital Improvement Program (CIP) is prepared.

Action 3.1.4 As development and redevelopment occur, require street right-of-way dedications and improvements to the local road network consistent with adopted street standards.

Action 3.1.5 Pursue funding grants for transportation projects.

Action 3.2.2 Keep bicycle facilities free of debris.

Goal 5 **Provide a safe and attractive environment for bicycle travel throughout the community.**

Policy 5.1 **Promote bicycle use as an alternative way to get to work, school, shopping, recreational facilities and transit stops.**

Action 5.1.1 Develop a bicycle master plan with measurable objectives and incorporate this plan into a new trails master plan.

Action 5.1.2 Where feasible, integrate new bikeways and walkways when designing new or modifying existing roadways.

Action 5.1.3 When preparing the CIP, consider bicycle and bicycle-related projects according to the priorities proposed in the bicycle master plan.

Action 5.1.4 Periodically update and distribute a map identifying bike facilities in the city and environs.

Action 5.1.5 Pursue grants for constructing and developing new and improved bicycle facilities.

Action 5.1.6 As part of the annual report to the City Council on implementation of the general plan, list additions and improvements made to the City's bicycle facilities.

Policy 5.2 **Provide facilities that encourage and support bicycle travel.**

Action 5.2.1 Require appropriate bicycle-related improvements as a condition of site development; design review, subdivision, or building permit approval; and for all City street-widening projects.

Action 5.2.3 Improve signalized intersections for bicyclist use along highly traveled bicycle corridors.

Action 5.2.4 Provide bicycle racks and other bike storage facilities at key, high use, public locations.

Action 5.2.5 Working with local school districts, plan safe, pleasant, and attractive bicycle routes to school, and organize programs that promote bicycling.

Action 5.2.6 Work with other agencies and jurisdictions to ensure that safe bicycle facilities are available at the edge of the city limits.

Action 5.2.7 Revise design guidelines to require, where appropriate, new projects to provide weather-protected, safe bike parking and/or storage facilities and other bicycle-friendly amenities.

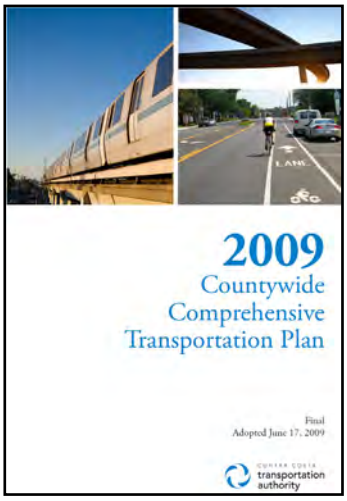
Action 5.2.8 Revise design guidelines to encourage the installation of shower facilities in large, new office developments

Policy 5.3	**Oppose the use of motorized transportation (trains, buses, autos, motorcycles) on the Iron Horse Corridor between the Pleasant Hill BART Station and Newell Avenue.**
Action 6.1.4	Eliminate "gaps" in sidewalks/walkways and support additional connections to regional trails and trailheads.
Action 10.1.1	Prepare a downtown bicycle safety and amenities plan.
Action 10.1.2	Identify and sign bike parking and bike routes in and through downtown.
Action 10.1.3	Encourage development of a home delivery system that will allow bicyclists to make major purchases.

6.2 EAST BAY REGIONAL PARK DISTRICT MASTER PLAN

The East Bay Regional Park District Master Plan defines the vision and the mission of the East Bay Regional Park District and sets priorities for the future. It explains the District's multi-faceted responsibilities and provides policies and guidelines for achieving the highest standards of service in resource conservation, management, interpretation, public access and recreation. The East Bay Regional Park District Master Plan is designed to maintain a careful balance between the need to protect and conserve resources and the recreational use of parklands for all to enjoy now and in the future. Several routes in Walnut Creek, including the Iron Horse Trail and the Contra Costa Canal Trail, are maintained by the East Bay Regional Park District.

6.3 COUNTYWIDE COMPREHENSIVE TRANSPORTATION PLAN



The Countywide Comprehensive Transportation Plan, or CTP, is one of the key planning tools called for in the Measure C Growth Management Program (GMP). Specifically, Measure C requires the Contra Costa Transportation Authority (CCTA) to support efforts to develop and maintain an ongoing planning process with the cities and the county through the funding and development of a Comprehensive Transportation Plan.

The Authority adopted its first Countywide Plan in 1995. The first major update to the plan was adopted in July 2000. The second major update, which helped define the Measure J Expenditure Plan and GMP, was adopted in May 2004. The 2009 update refines the Authority's goals for the County's transportation future and outlines strategies for improving mobility for all modes and for managing impacts of growth.

6.4 COUNTYWIDE BICYCLE & PEDESTRIAN PLAN

To help meet its goal of expanding alternatives to the single-occupant automobile, the CCTA has outlined a set of goals, policies and actions in its Countywide Bicycle and Pedestrian Plan, adopted in 2009. This document builds on the basic policy direction established in the Countywide Comprehensive Transportation Plan. The goal of the Countywide Bicycle and Pedestrian Plan includes:

- Expand, improve and maintain facilities for walking and bicycling.
- Improve safety for pedestrians and bicyclists.
- Encourage more people to bicycle and walk.
- Support local efforts to improve conditions for walking and bicycling.
- Consider and plan for the needs of pedestrians and bicyclists.

The most recent update to the Countywide Bicycle and Pedestrian Plan reflects recently adopted goals/policies of other jurisdictions as well as incorporates new guidelines from CalTrans. The City of Walnut Creek provided significant input on the development of this plan and continues to serve on the Countywide Bicycle and Pedestrian Plan Advisory Committee (CBPAC).

6.5 WALNUT CREEK CREEKS RESTORATION & TRAILS MASTER PLAN

The Walnut Creek Creeks Restoration and Trails Master Plan identifies the location of future greenways and creek improvements to create an integrated trails and pathway system that links neighborhoods with downtown, schools, parks and the regional trail network. The plan includes improvements to Las Trampas Creek and San Ramon Creek to re-establish the creeks as a primary resource for the City that will promote pedestrian and bicycle use. The Walnut Creek Bicycle Plan maintains consistency with the Creeks Restoration and Trails Master Plan, as many of the policies and facilities within the plan have been incorporated herein.

6.6 CITY OF CONCORD TRAILS MASTER PLAN

The City of Concord developed its Trails Master Plan in 1972. The Trails Master Plan provides a framework for future planning of trails in the City of Concord for both recreation and as an alternative transportation mode. This includes trails for hiking, biking and equestrians. The Trails Master Plan identifies the City's vision for how to use existing and potential easements, acquisitions and public rights-of-way. By identifying potential alignments in the Trails Master Plan, corridors can be preserved for transportation and recreation use rather than being lost for public use.

Several bikeway facilities described in the City of Concord's Trails Master Plan were incorporated into Walnut Creek's Bicycle Plan in an effort to support facility implementation and avoid gaps in the bicycle network.

6.7 CITY OF LAFAYETTE BIKEWAYS MASTER PLAN

The City of Lafayette adopted its Bikeways Master Plan in September 2006. The plan provides a broad vision and specific strategies and actions for improving bicycling in Lafayette. The Bikeways Master Plan is intended to be used as a guide for developing a citywide system of bike lanes, bike routes, bike paths, bicycle parking and other facilities to allow for safe, efficient and convenient bicycle travel within Lafayette and other regional destinations.

Several bikeway facilities in the City of Lafayette's Bikeways Master Plan were incorporated into Walnut Creek's Bicycle Plan in an effort to support facility implementation and avoid gaps in the bicycle network.

6.8 CITY OF PLEASANT HILL BICYCLE AND PEDESTRIAN PLAN

The City of Pleasant Hill is developing its first comprehensive Bicycle and Pedestrian Master Plan. The purpose of the plan is to develop a network of bicycle and pedestrian facilities that will provide better access to transit, schools and shopping destinations. The plan will also develop policies to provide ample bike parking and other support systems for bicycling and walking in Pleasant Hill. Lastly, the plan will include recommended education and encouragement programs to help Pleasant Hill residents learn to bicycle and walk safely.

6.9 BAY AREA REGIONAL BICYCLE PLAN

The Metropolitan Transportation Commission's *2001 Regional Bicycle Plan* is a component of the *2001 Regional Transportation Plan for the San Francisco Bay Area*, which establishes the region's 25-year transportation investment plan. The network itself is over 1,600 miles in length and includes all 400 miles of the Bay Trail, the multi-use pathway that will ultimately ring San Francisco Bay. The creation of the Regional Bicycle Network will provide better access to the region's transit network and activity centers, as well as encourage greater use of the bicycle as a transportation mode. In Walnut Creek, several facilities are included as part of the regional trails plan: Iron Horse Trail, Contra Costa Canal Trail, Lafayette-Moraga Trail, California Boulevard, and Ygnacio Valley Road.

6.10 CALTRANS DEPUTY DIRECTIVE 64 – COMPLETE STREETS

In 2001, the California Department of Transportation (Caltrans) adopted Deputy Directive 64 (DD64), "Accommodating Non-Motorized Travel," which contained a routine accommodation policy. The directive was updated in 2008 as "Complete Streets—Integrating the Transportation System." The new policy reads in part as follows:

> *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. The responsibilities Caltrans assigns to various staff positions under the policy include the following:

- 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.

6.11 MTC ROUTINE ACCOMMODATION POLICY

The Metropolitan Transportation Commission (MTC)—the regional transportation planning agency for the Bay Area—adopted Resolution Number 3765 in June 2006. The resolution contains a policy 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" in the full project cost. The resolution also requires MTC to "develop a project checklist to be used by implementing agencies to evaluate bicycle and pedestrian facility needs" as part of the process of planning and designing their projects.

Project sponsoring agencies will be required to submit a completed checklist for each project submitted for funding to MTC that has the potential to impact bicycle or pedestrian use negatively. All roadway projects in Walnut Creek will consider the accommodation of bicycle facilities in the project design as appropriate.

6.12 CALIFORNIA COMPLETE STREETS ACT (AB 1358)

"Complete Streets" are designed and operated to enable safe access for all users. The concept allows pedestrians, bicyclists, motorists and bus riders of all ages and abilities to safely move along and across a complete street. In September 2008, California adopted a new law that requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists. As part of the Bicycle Plan implementation, a new Complete Streets policy should be developed and implemented, where possible.

6.13 CALIFORNIA GLOBAL WARMING SOLUTIONS ACT (AB 32)

The California Global Warming Solutions Act of 2006 (AB 32) was adopted to reduce the state's emissions of greenhouse gasses to 1990 levels by 2020 and to 80% below 1990 levels by 2050. The law requires the state's Air Resources Board to adopt a "scoping plan" indicating how the 2020 target for emission reductions may be achieved from significant greenhouse gas sources through regulations, market mechanisms and other actions. One of the recommended actions in the ARB's scoping plan is to "develop regional greenhouse gas emissions reduction targets for passenger vehicles." The mechanism for developing these targets was established by separate legislation, Senate Bill 375.

6.14 CALIFORNIA SENATE BILL 375 & SUSTAINABLE COMMUNITIES STRATEGY

Senate Bill (SB) 375, adopted in 2008, is the first law in the nation that will attempt to control greenhouse gas emissions by curbing sprawl. The law requires ARB to develop regional targets for reductions in greenhouse gas emissions from passenger vehicles for 2020 and 2035. Each of the 18 metropolitan planning organizations in California—including, in the Bay Area, MTC—will need to prepare a "sustainable communities strategy" for meeting the emissions reductions target in its region through transportation and land use actions that reduce the number of vehicle miles traveled. SB 375 clearly has the potential to promote walking and bicycling as strategies that reduce vehicle miles traveled.

For the Bay Area, the SB375 establishes per-capita GhG emission reduction targets of 7% by the year 2020 and 15% by the year 2035 (using the levels of 2005 as the base

year). In order to achieve the goal of creating more sustainable communities, SB 375 calls for the development of a regional plan (called the Sustainable Communities Strategy, or SCS) in each of California's metropolitan regions. Within the Bay Area, it gives joint responsibility for preparation of the SCS to two regional agencies: the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). While the Sustainable Communities Strategy is currently being developed by MTC and ABAG, the Walnut Creek Bicycle Plan incorporates policies that encourage bicycle commuting as a method to help reduce greenhouse gas emissions, consistent with the SCS.

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7 IMPLEMENTATION & FUNDING

Implementation of all action items within the Bicycle Plan will require effective planning and execution. In addition to the specific criteria used to rank facilities, implementation of a new bikeway project should also consider the following additional criteria: 1) where public health, safety, or general welfare is compromised; 2) where an unforeseen opportunity, such as a roadway or redevelopment project, makes it feasible for project implementation; and 3) where improvements by other jurisdictions make it possible for expedited implementation. In some cases, projects that have been ranked as a higher priority may not be the first ones implemented due to funding limitations or site constraints. In other cases, proposed facilities may require additional right-of-way dedication and/or frontage improvements that may delay facility implementation. While the Bicycle Plan is intended to provide a general overview of those facilities that are needed most, the actual opportunity for implementation may differ depending on project location, cost, and site constraints.

Implementation of the proposed bikeway system improvements, including new bikeway facilities, will require substantial amounts of local, state, and federal funding sources. The estimated amount of funding required to complete and maintain the existing and proposed facilities in the Bicycle Plan is between $35-40 million, depending on engineering, design, construction and maintenance costs. See Appendix B for the full list of new bicycle facility projects in Walnut Creek.

7.1 POTENTIAL FUNDING SOURCES

A variety of funding sources are available for the construction of new bicycle facilities. In order to be eligible for state funds, a bicycle plan must be in compliance with Street and Highways Code Section 891.2. The majority of funding is offered through the Metropolitan Transportation Commission, which was created by the California Legislature in 1970 to develop a long-range regional transportation plan and is the transportation planning and financing agency for the San Francisco Bay area. A list of possible federal, state and local funding sources are provided below.

7.1.1 Transportation Equity Act for the 21st Century

Ten percent of Surface Transportation Program (STP) moneys must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of Transportation Equity Act (TEA) projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open space lands next to travel corridors, and murals or other public art projects.

7.1.2 Transportation for Livable Communities (TLC)

The purpose of the Transportation for Livable Communities (TLC) Program is a new funding program created by MTC in 1998 to fund small-scale, community and transit oriented projects. The purpose of this fund is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. TLC provides funding for projects that provide for a range of transportation choices, support connectivity between transportation investments and land uses, and are developed through an inclusive community planning effort.

7.1.3 Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a city must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with the Streets and Highways Code and must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.

The City must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP). Following regional approval, the City must submit the BTP, the resolution adopting the BTP, and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval. This plan will comply with all BTA requirements (Appendix A) and projects will comply accordingly.

7.1.4 Contra Costa County Measure J Funds

Measure J will provide approximately $2.5 billion for countywide and local transportation projects and programs through the year 2034. The Authority worked for over two years, along with local governments, organizations, and residents to develop the expenditure plan, which specifies how the funds will be spent. The expenditure plan received the support of every Contra Costa city and town as well as the County Board of Supervisors.

7.1.5 Transportation Development Act Article 3 Funds (TDA)

Transportation Development Act Article 3 funds are used by cities within the San Francisco Bay area for the planning and construction of bicycle and pedestrian facilities. By ordinance, the Metropolitan Transportation Commission (MTC) is responsible for administering this program and establishing its policies.

TDA Article 3 funds may be used for the following activities related to the planning and construction of bicycle and pedestrian facilities:

- Engineering expenses leading to construction.
- Right-of-way acquisition.
- Construction and reconstruction.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage, to comply with the Americans with Disabilities Act (ADA).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings and bicycle-friendly drainage grates.
- Purchase and installation of bicycle facilities such as secure bicycle parking, benches, drinking fountains, changing rooms, rest rooms and showers which are adjacent to bicycle trails, employment centers, park-and-ride lots, and/or transit terminals and are accessible to the general public.

7.1.6 Walnut Creek Traffic Impact Fee

In August 1989, the City Council established a Traffic Impact Fee program pursuant to Government Code Section 66000. The purpose of the Traffic Impact Fee is to collect sufficient funds for the construction of transportation improvements that will mitigate cumulative traffic impacts caused by new development. The transportation projects eligible for Traffic Impact Fee funding have been identified through a number of studies. The projects minimize congestion of vehicular traffic and improve pedestrian movement, safety and access. Both roadway and pedestrian projects, including bicycle facilities, meet the intent of state law for establishing a reasonable relationship between the fee and the improvements.

7.1.7 Safe Routes to Transit (SR2T)

The $22.5 million Safe Routes to Transit (SR2T) Program received Bay Area voter approval in March 2004 through Regional Measure 2, the $1 bridge toll increase for transit. To be eligible, projects must have a "bridge nexus," that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to regional transit services or City Car Share pods. "Regional transit service" is essentially transit that serves trips between counties. To satisfy the nexus, the transit service associated with a proposed project must connect with, cross, or provide the same geographic connection as a state-owned Bay Area bridge, or provide direct access to regional transit.

Regional Measure 2 named the East Bay Bicycle Coalition (EBBC) and TransForm as joint project sponsors, with the Metropolitan Transportation Commission (MTC) serving as the lead public agency co-sponsor for fund allocation purposes.

SR2T funds can be used for secure bicycle storage at transit stations/stops/pods; safety enhancements for pedestrian/bike station access to transit stations/stops/pods; removal of pedestrian/bicycle barriers near transit stations; and system-wide transit enhancements to accommodate bicyclists or pedestrians.

7.1.8 Safe Routes to School (SRTS)

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS programs use a variety of education, engineering and enforcement strategies that help make routes safer for children to walk and bicycle to school and encouragement strategies to entice more children to walk and bicycle.

APPENDIX A. BICYCLE TRANSPORTATION ACCOUNT (BTA) REQUIREMENTS

In accordance with Caltrans Bicycle Transportation Account (BTA) requirements, the Walnut Creek Bicycle Plan has incorporated the following elements:

1. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.

2. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

3. A map and description of existing and proposed bikeways.

4. A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

5. A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

6. A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

7. A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

8. A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

9. 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.

10. A description of the projects proposed in the plan and a listing of their priorities for implementation.

11. A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.

APPENDIX B. NEW BICYCLE FACILITIES LIST

B.1 HIGHEST PRIORITY

The facilities listed below are considered the highest priority for funding as they have the greatest potential to provide safety and connectivity improvements and to serve the largest number of user groups as well as destinations.

Buena Vista Avenue

Type:	Class III
Description:	Class III from Geary Road to Parkside Drive
Length:	1.2 miles
Notes:	Important facility serving NW Walnut Creek linking parks and neighborhoods to downtown; Possible Share the Road facility

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California Boulevard

Type:	Class II, III
Description:	Class II facility on SB direction from Mt. Diablo Blvd to Olympic; Class III facility NB from Olympic to Mt. Diablo Blvd; Class III in both directions from Olympic to Newell
Length:	.40 miles
Notes:	Downtown gap connector, Regional gap connector, Bike Thru Lanes recommended at street intersections on both segments

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Cedro Lane

Type:	Class III
Description:	Class III facility between Wiget Drive to Naranja Drive
Length:	.40 miles
Notes:	Possible Safe Routes to School designation linking two schools

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Civic Drive

Type:	Class II, III*
Description:	Class II from California Boulevard to Walden Road
Length:	1.1 miles total (Class II: .70 miles; Class III: .40 miles)
Notes:	*Class II north of Ygnacio Valley Road; Class III with Share the Road between Ygnacio Valley Road and California Blvd. May require removal of on-street parking spaces; Important connector to Walnut Creek BART Station Important network connector to Iron Horse Trail; serves downtown area, Civic Park, City Hall

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Lavender Drive

Type:	Class III
Description:	Class III from Rudgear Drive to Livorna Road
Length:	.70 miles
Notes:	Important gap connector

Lincoln Avenue

Type:	Class III
Description:	Class III from Iron Horse Trail to North Broadway
Length:	.20 miles
Notes:	Important downtown connector from Iron Horse Trail; Adjacent to Civic Park and the Walnut Creek Library; Share the Road recommended

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Livorna Road

Type:	Class III
Description:	Class III from Lavender Drive to Miranda Avenue
Length:	.30 miles
Notes:	Portion of Livorna Drive in unincorporated Walnut Creek and Alamo; Gap connector

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Newell Avenue

Type:	Class II, III
Description:	Class III facility with Share the Road from city limit to Blackwood Drive. Bike Thru Lanes (Class II) facility at Main/Newell intersection.
Length:	.80 miles
Notes:	Only portion of Newell within Walnut Creek; Gap connector provides link to downtown, Iron Horse Trail, Kaiser Hospital and Las Lomas High School

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Olympic Boulevard

Type:	Class II
Description:	Class II portion under I-680 overpass
Length:	.10 miles
Notes:	Important regional connecting Iron Horse Trail and Lafayette-Moraga Trail; Much of Olympic Boulevard in unincorporated Walnut Creek

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Riviera Avenue

Type:	Class II, III* (see notes)
Description:	Class II from Pringle Avenue to Parkside Avenue
Length:	.30 miles
Notes:	*Proposed Class II; however interim Class III with Share the Road; May require removal of on-street parking spaces; Important connector to Walnut Creek BART Station

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South Broadway Extension

Type:	Class II
Description:	Class II from Newell Avenue to South Main connector off Rudgear Road
Length:	1.1 miles
Notes:	Significant ROW exists; Facility would run parallel to Iron Horse Trail; Serves downtown core and Las Lomas High School

B.2 ADDITIONAL AND PROPOSED FACILITIES

The facilities below are included in the Bicycle Plan in order to provide a complete network that improves safety, connectivity, and services numerous destinations. The list is in alphabetical order.

Briones-Mt. Diablo Trail Spur

Type:	Class I
Description:	Class I facility from Rock Spring Place to Whitecliff Way
Length:	.30 miles
Notes:	Improvements would widen existing 4' wide path to meet Class I standards; facility provides access to open space

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Camino Diablo

Type:	Class III
Description:	Class III from Mt. Diablo Boulevard to Lafayette City Limits
Length:	.40 miles
Notes:	Only Walnut Creek portion listed; Facility is designated in Lafayette Bicycle Master Plan; Share the Road recommended

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Castle Hill Road

Type:	Class III
Description:	Class III from Meadow Road to S. Main Street
Length:	.30 miles
Notes:	Gap Connector; Facility shown in the Countywide Bicycle and Pedestrian Plan

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Castle Rock Road

Type:	Class III
Description:	Class III facility from North Gate High School to City Limits
Length:	.50 miles
Notes:	Only portion within Walnut Creek listed; Facility continues into portions of unincorporated Walnut Creek

Camino Verde

Type:	Class III
Description:	Class III from Geary Road to Conejo Way
Length:	.50 miles
Notes:	Facility serves northwest Walnut Creek and links to local shopping area

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Citrus Avenue

Type:	Class III
Description:	Class III facility from Oak Grove Road to Ygnacio Trail
Length:	1.0 miles
Notes:	Local gap connector; connects to regional trails and shopping center

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Conejo Way

Type:	Class III
Description:	Class III from Camino Verde
Length:	.30 miles
Notes:	Gap connector serving NW Walnut Creek

Diablo Shadows Park Trail – East to West

Type:	Class I
Description:	Class I from Via Monte to Oak Grove Road
Length:	.60 miles
Notes:	Facility is near Diablo Shadows Park and the Canal Trail; Potential Safe Routes to School facility

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Diablo Shadows Park Trail – North to South

Type:	Class I
Description:	Class I from Ygnacio Valley Road to Valley Vista Road (near Oak Grove)
Length:	.60 miles
Notes:	Facility adjacent to Diablo Shadows Park, the Canal Trail, and Pine Creek.

Doncaster Road

Type:	Class II, III
Description:	Class III proposed from 100 feet north of North Gate Road; Class II existing from Arbolado to 100 feet north of North Gate Road
Length:	.10 miles
Notes:	Gap connector

Hillside Drive

Type:	Class II, III* (see notes)
Description:	Class II from Parkside Drive to Interstate 680
Length:	.20 miles
Notes:	*Proposed Class II; however interim Class III with Share the Road recommended; May require the removal of on-street parking spaces and therefore, additional design options should be explored; Important connector to Walnut Creek BART Station

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Jones Road

Type:	Class II, III *(see notes)
Description:	Class II from Parkside to Walden Road;
Length:	.40 miles
Notes:	*Proposed Class II; however interim Class III with Share the Road recommended; May require the removal of on-street parking spaces and therefore, additional design options should be explored; Important connector to Walnut Creek BART Station

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Lancaster Road

Type:	Class III
Description:	Class III facility from Lilac Drive to Castle Hill Road
Length:	.70 miles
Notes:	Facility runs north/south on west side of I-680; Neighborhood connector

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Las Lomas Way

Type:	Class III
Description:	Class III from Walnut Avenue to San Carlos Drive
Length:	.30 miles
Notes:	Possible Share the Road recommendation

Lilac Drive

Type:	Class III
Description:	Class III facility from Newell Avenue to Lancaster Road
Length:	.30 miles
Notes:	N/A

Marchbanks Drive

Type:	Class II
Description:	Class II from Diablo Briones Trail to west end of Ygnacio Valley Road
Length:	.70 miles
Notes:	Removal of on-street parking; alternative to Ygnacio Valley Road facility

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Minert Road

Type:	Class II
Description:	Class II from Weaver to Bancroft Road
Length:	.70 miles
Notes:	Proposed one-way WB facility on Minert Road similar to one-way EB facility on David Avenue (Concord); Project would require build-out of both facilities; Facility would link to proposed Pleasant Hill BART Connector to Pleasant Hill BART Station; Important gap connector

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Montego Drive

Type:	Class II, III
Description:	Class II facility from Ygnacio Valley to Tampico Drive; Class III facility from Tampico to La Casa Via
Length:	.60 miles total (Class II: .30 miles; Class III: .30 miles)
Notes:	Upgrade portions of existing Class III facility on Montego to Class II

Mt. Diablo Blvd, Walker Avenue, Homestead Avenue

Type:	Class III
Description:	Class III facility from Iron Horse Trail @ Mt. Diablo to Walker Avenue and Homestead to Ygnacio Valley Road.
Length:	1.2 miles
Notes:	Gap Connector; Provides alternate connection to downtown and Iron Horse Trail from the east

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North Gate Road

Type:	Class II, III
Description:	Class II and III facility from Oak Grove Road to Sutton Drive
Length:	.50 miles
Notes:	Class II facility in EB direction; Class III facility in WB direction

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Oak Grove Road

Type:	Class I
Description:	Class I facility from Contra Costa Canal Trail to Ygnacio Valley Road
Length:	.60 miles
Notes:	Would upgrade existing Class I & II to Class I facility; Proposed two-way facility in SB direction of Oak Grove Road

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Oakland Boulevard

Type:	Class III
Description:	Class III facility from Trinity Avenue to Mt. Diablo Boulevard
Length:	.40 miles
Notes:	SB connector from Walnut Creek BART Station; Connects to existing Class I from Trinity to Ygnacio Valley Rd; Share the Road recommended

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Palmer Drive

Type:	Class III
Description:	Class III facility from Mountain View Boulevard to Rudgear Road
Length:	.60 miles
Notes:	Facility only includes portion in Walnut Creek

Parkside Drive

Type:	Class II, III* (see notes)
Description:	Class II from Hillside Drive to North Civic Drive
Length:	.70 miles
Notes:	*Proposed Class II; however interim Class III with Share the Road recommended; May require the removal of on-street parking spaces and therefore, additional design options should be explored; Requires removal of on-street parking; Important connector to Walnut Creek BART Station

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Pleasant Hill Road

Type:	Class II
Description:	Class II facility for the northbound portion of Pleasant Hill Road only between Reliz Valley Road and Rancho View
Length:	.80 miles
Notes:	Existing Class II facility exists in SB direction (Lafayette); Only portion within Walnut Creek listed; Regional gap connector; significant roadway improvements needed (not included in approximate cost)

Pringle Avenue

Type:	Class II, III* (see notes)
Description:	Class II from Riviera Avenue to N. California Boulevard
Length:	.10 miles
Notes:	*Proposed Class II; however interim Class III with Share the Road recommended; May require the removal of on-street parking spaces; Important connector to Walnut Creek BART Station

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Putnam Boulevard

Type:	Class III
Description:	Class III facility from Geary Road to Oak Park Boulevard
Length:	.50 miles
Notes:	Important gap connector to Pleasant Hill; Facility in NB direction only; SB direction in Pleasant Hill

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Rock Spring Place

Type:	Class III
Description:	Class III facility from Walnut Boulevard to Shell Ridge Open Space
Length:	.60 miles
Notes:	Provides connection to Open Space area

Rossmoor Parkway

Type:	Class III
Description:	Class III facility from Tice Valley Boulevard to Old Oak Park Drive
Length:	.20 miles
Notes:	Connects Rossmoor neighborhood to Old Oak Park

Rudgear Road

Type:	Class III
Description:	Class III facility from Danville Boulevard to Lavendar Avenue
Length:	1.7 miles
Notes:	Important facility for SE of Walnut Creek. Share the Road recommended.

Rudgear Road – Sugar Loaf Connector

Type:	Class I
Description:	Class I facility from Rudgear Park and Ride Lot to Sugar Loaf trailhead
Length:	.3 miles
Notes:	Connects downtown Walnut Creek, Iron Horse Trail and Rudgear Road with Sugar Loaf Open Space area.

San Carlos Drive

Type:	Class III
Description:	Class III facility from San Jose Court to Las Lomas Way
Length:	.60 miles
Notes:	Serves as connector to three parks and one school

San Luis Road

Type:	Class III
Description:	Class III from Conejo Way (EBMUD Aqueduct) to Buena Vista
Length:	.50 miles
Notes:	Gap connector serving NW Walnut Creek

Shadelands Drive

Type:	Class III
Description:	Class III facility between Oak Grove Road to Wiget Lane
Length:	.50 miles
Notes:	Facility runs parallel to Ygnacio Valley Road and serves Shadelands Business Park

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Sheppard Road

Type:	Class III
Description:	Class III facility from Treat Boulevard to Contra Costa Canal Trail
Length:	.20 miles
Notes:	Facility connects to the Contra Costa Canal Trail; facility serves EB direction of Treat Blvd

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Trails End Drive

Type:	Class III
Description:	Class III facility from North Gate Road to end of Road, near Open Space
Length:	.40 miles
Notes:	Provides access to open space

Treat Boulevard

Type:	Class III
Description:	Class III from North Main Street to Concord City Limits
Length:	1.3 miles
Notes:	Existing Class III facility EB from Carriage Drive to Winton and WB from Winton to Bancroft Road

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Trinity Avenue

Type:	Class III
Description:	Class III from Oakland Boulevard to California Boulevard
Length:	.30 miles
Notes:	Gap connector links Class I facility on Oakland Boulevard to downtown; links to Civic Drive at N. California; Share the Road recommended

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Walden Road

Type:	Class II, III
Description:	Class II from Jones Road to Oak Road; Class III from Oak Road to Walnut Blvd
Length:	.50 miles total (Class II: .20 miles; Class III: .30 miles)
Notes:	Walden Road requires improvements for Class II; Class III with Share the Road recommended; Links to Iron Horse Trail; BART Connector

---

Walnut Boulevard

Type:	Class II, III
Description:	Class III facility from Seven Hills Ranch Road to Rock Spring Place; Class II existing from Mountain View to Sutherland
Length:	2.7 miles total (Class II: .60 miles; Class III: 2.1 miles)
Notes:	Portion of roadway listed is in unincorporated Walnut Creek; Possible Safe Routes to School facility; connects to open space areas

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Whitecliff Way

Type:	Class III
Description:	Class III facility from Rudgear Road to East end of Road
Length:	.70 miles
Notes:	Provides connection to Open Space area

Wiget Lane

Type:	Class II, III
Description:	Segment 1: Class II facility from Contra Costa Canal Trail to Ygnacio Valley Road; Segment 2: Class III facility from Walnut Avenue to end of road (Shell Ridge Open Space)
Length:	1.1 miles total (Class II: .40 miles; Class III: .70 miles)
Notes:	Segment 1: Connects Shadelands Business Park with Contra Costa Canal Trail. May require removal of on-street parking Segment 2: Connects to Shell Ridge Open Space and completes a connection between the Contra Costa Canal Trail and Shell Ridge

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Ygnacio Valley Road (West Segment)

Type:	Class III Enhanced (see notes)
Description:	Class I from Oakland Boulevard to Iron Horse Trail
Length:	.70 miles
Notes:	Upgrade existing facility to Class III enhanced; ROW limitations limit facility options. Route is important regional facility; serves multiple destinations, including employment centers, downtown and transit hub.

Ygnacio Valley Road (Middle Segment)

Type:	Class I, III Enhanced (see notes)
Description:	Class I from Iron Horse Trail to Bancroft Road
Length:	1.6 miles total (Class I: .8 miles; Class III Enhanced: .8 miles)
Notes:	Upgrade existing Class III facility to Class I and III Enhanced facility; Topographic, ROW and existing conditions may limit facility options – further study on facility types recommended. Class III Enhanced where Class I cannot be built; Route is important regional facility; serves multiple destinations, including parks and schools.

Ygnacio Valley Road (East Segment)

Type:	Class I (see notes)
Description:	Class I from Bancroft Road to Ygnacio Canal Trail (near Boundary Oak)
Length:	1.9 miles
Notes:	Upgrade existing facility to Class I where possibility; ROW limitations may limit improvements options. Route is important regional facility; serves multiple destinations and transit centers.

B.3 ADDITIONAL BICYCLE RELATED PROJECTS

B.3.1 Signage & Wayfinding Plan

Develop a signage and wayfinding plan that identifies existing bicycle facilities and major destinations in Walnut Creek and surrounding areas. The plan would include a comprehensive review of existing facilities to determine effective locations and be designed to be consistent with signage along the regional facilities network.

B.3.2 Bicycle Parking Study

Perform a comprehensive bicycle parking study that would examine existing bicycle parking supply and identify future parking potential based on user demand and availability. The study would also develop installation guidelines and provide parking alternatives for locations with limited infrastructure.

B.3.3 Bike Loop Detector

Identify existing roadways where bike loop detectors are needed and install new detectors for Class II and III facilities in the City at signaled intersections.

B.3.4 Facility Education and Promotion

Separate from routine updates to bicycle handouts and brochures, increased education and promotion of bicycling in Walnut Creek is essential to the longevity of the bicycle network. This project would educate various user groups and promote the benefits of bicycling through community workshops and school.

B.3.5 Bicycle User Study

Performed annually, this user study would incorporate the National Bicycle and Pedestrian Documentation Project to help standardize data collection and track bicycle users. The data can be used to assess usage of the existing facilities and the construction of new facilities to accommodate various users.

B.4 RECOMMENDED FACILITIES IN SPHERE OF INFLUENCE

The following list of proposed bicycle facilities are not located within the City limits but are located in the City's Sphere of Influence and serve important regional destinations.

Camino Diablo

Type:	Class III
Description:	Class III facility from Stanley Boulevard to Old Tunnel Road/Route 24
Length:	.80 miles
Notes:	Listed in Lafayette Bicycle Plan, connects to Walnut Creek facility.

Castle Rock Road

Type:	Class III
Description:	Class III facility from Walnut Creek City Limits to end of road
Length:	1.9 miles
Notes:	Listed in Countywide Bicycle & Pedestrian Plan. Provides access to open space.

Condit Road, Leland, Meek and Sunset Loop

Type:	Class III
Description:	Class III facility from Reliz Station Road to Walnut Creek City Limits
Length:	.50 miles
Notes:	Listed in Lafayette Bicycle Master Plan. Gap Connector

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David Avenue

Type:	Class II
Description:	Class II from Weaver Road to Bancroft Road
Length:	.70 miles
Notes:	Listed in Concord Trails Master Plan, one-way westbound facility would be a part of Minert Road facility in Walnut Creek

---

Jones Road

Type:	Class III
Description:	Class III facility from Walden Road to Iron Horse Trail
Length:	.80 miles
Notes:	Facility would provide direct link to Iron Horse Trail and connect with Jones Road improvements in Walnut Creek.

Kinney Drive, Boulevard Way

Type:	Class III
Description:	Class III facility from Saranap area to Boulevard Way
Length:	.50 miles
Notes:	Facility shown in Lafayette Bicycle Master Plan

Marshall Drive

Type:	Class III
Description:	Class III from Homestead Road to Indian Valley School
Length:	1.3 miles
Notes:	Possible Safe Routes to School; connector to Shell Ridge Open Space

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Meadow Road

Type:	Class III
Description:	Class III facility from Castle Hill Road to Tice Valley Boulevard
Length:	.40 miles
Notes:	Gap connector. Reflected in Countywide Bicycle and Pedestrian Plan

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Mountain View Boulevard, Bales Drive

Type:	Class III
Description:	Class III facility from Palmer Avenue to Walnut Boulevard
Length:	.30 miles
Notes:	Gap connector to Open Space.

Newell Avenue

Type:	Class III
Description:	Class III facility from Walnut Creek limits @ I-680 to Olympic Boulevard
Length:	.60 miles
Notes:	Possible Safe Routes to School, Gap Connector

Oak Grove Road

Type:	Class II
Description:	Class II facility from Contra Costa Canal Trail north to Minert Road
Length:	.80 miles
Notes:	Possible Safe Routes to School; Gap connector; Trail Connector. Lane striping existing but and width substandard.

Old Tunnel Road

Type:	Class III
Description:	Class III facility from Pleasant Hill Road to Boulevard Way
Length:	1 mile
Notes:	Listed in Lafayette Bicycle Master Plan. Serves as local gap connector.

Olympic Boulevard

Type:	Class II
Description:	Class II facility from Boulevard Way to 1-680 (WC City limits)
Length:	.90 miles
Notes:	Important Regional Connector in Lafayette and Countrywide Bike Plan

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Pleasant Hill BART Station Connector

Type:	Class I, II or III
Description:	Four alignments proposed, from Class I to Class I, II & III. Three alignments would run within City limits, one within County. Facility runs from Bancroft Road to Las Juntas Way. Mayhew Way may be an optional connector to Iron Horse Trail and BART Station. Bridge over creek required.
Length:	.30 miles
Notes:	Serves Pleasant Hill BART Station and Contra Costa Center

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Pleasant Hill Road

Type:	Class II, III
Description:	Segment 1: Class II from Pleasant Hill limits to Reliz Valley Road; Segment 2: Class III from Taylor Boulevard to Oak Park Road
Length:	Segment 1: .80 miles Segment 2: 1.4 miles
Notes:	Southbound Class II exists at Rancho View. Regional Gap Connector

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Quandt Road

Type:	Class III
Description:	Class III facility from Pleasant Hill Road to Stanley Boulevard
Length:	.50 miles
Notes:	Gap connector. Listed in Lafayette's Bicycle Master Plan

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Seven Hills Ranch Road

Type:	Class I, III
Description:	Class I facility from end of road to Heather Farm Park; Class III facility from Walnut Boulevard to end of road
Length:	.70 miles
Notes:	Private roadway in unincorporated Walnut Creek

Stanley Boulevard, Springbrook Road

Type:	Class III
Description:	Class III facility from Pleasant Hill Road to Mt. Diablo Boulevard, Boulevard Way
Length:	1.6 miles
Notes:	Listed in Lafayette Bicycle Master Plan; links to downtown Walnut Creek

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Taylor Boulevard

Type:	Class II
Description:	Class II facility from Pleasant Hill Road to Withers Avenue
Length:	1.3 miles
Notes:	Gap Connector

Tice Valley Boulevard

Type:	Class II, III
Description:	Class II and III from Olympic Boulevard to Meadow Road
Length:	1.7 miles
Notes:	Existing Class II Northbound from Rolling Hill and southbound from Olympic Boulevard/Tice Valley Lane. Existing Class III from Rolling Hill to Olympic Boulevard. Upgrade remainder of roadway to Class II and III where possible.

Withers Avenue

Type:	Class III
Description:	Class III facility from Pleasant Hill Road to Taylor Boulevard
Length:	.50 miles
Notes:	Gap Connector

Sutherland Drive

Type:	Class III
Description:	Class III facility from Walnut Boulevard to end of road (Shell Ridge Open Space Trailhead)
Length:	.20 miles
Notes:	N/A

B.5 EXISTING BICYCLE FACILITIES IN WALNUT CREEK

B.5.1 Class I Facilities

Briones - Mt. Diablo Regional Trail

Type:	Class I
Description:	From Ramsay Circle (at Acalanes Open Space) to Contra Costa Canal Trail
Length:	1.2 miles
Notes:	Serves the Acalanes Open Space. East Bay Regional Park District facility

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Contra Costa Canal Trail

Type:	Class I
Description:	From Buena Vista Avenue @ Pleasant Hill City Limits to Ygnacio Canal Trail, by Citrus Avenue and Concord City Limits
Length:	4.1 miles
Notes:	Important Regional Bicycle Facility. Segment is part of longer trail – only portion within Walnut Creek listed. East Bay Regional Park District facility.

Diablo Shadows, East to West

Type:	Class I
Description:	From Oak Grove Road to Ygnacio Canal Trail
Length:	.60 miles
Notes:	Additional improvements needed to remove existing steps.

Iron Horse Trail

Type:	Class I
Description:	From Walden Road to Danville Boulevard
Length:	2.8 miles
Notes:	Important Regional Facility. Segment is part of longer trail – only portion within Walnut Creek listed. East Bay Regional Park District facility.

Mokelumne Aqueduct Trail

Type:	Class I
Description:	From Contra Costa Canal trail to Oak Park Boulevard by Manor Avenue
Length:	.50 miles
Notes:	Segment is part of longer trail – only portion within Walnut Creek listed. East Bay Regional Park District facility.

Oakland Boulevard

Type:	Class I
Description:	From Ygnacio Valley Road to Trinity Avenue
Length:	.30 miles
Notes:	Located adjacent to the BART Right-of-Way. Future improvements needed at Ygnacio Valley Road crossing.

San Carlos Drive

Type:	Class I
Description:	From Contra Costa Canal Trail (at Heather Farm Park) to Ygnacio Valley Road
Length:	.50 miles
Notes:	Facility improvements with possible widening needed.

Ygnacio Canal Trail

Type:	Class I
Description:	From Ygnacio Valley Road to Citrus Avenue @ Contra Costa Canal
Length:	4.20 miles
Notes:	Important Regional Bicycle Facility. Segment is part of longer trail – only portion within Walnut Creek listed. East Bay Regional Park District facility.

B.5.2 Class II Facilities

Bancroft Lane

Type:	Class II
Description:	From Minert Road @ Concord Limits to Ygnacio Valley Road (East Side)
Length:	1.2 miles
Notes:	N/A

California Boulevard

Type:	Class II
Description:	From Pringle Avenue to Mt. Diablo Boulevard
Length:	.80 miles
Notes:	Northbound portion between Bonanza and Civic not completed. Addition of Bike Thru Lanes Recommended.

Castle Rock Road

Type:	Class II
Description:	From North Gate Road to North Gate High School
Length:	.50 miles
Notes:	Portion listed is within City of Walnut Creek only.

Geary Road

Type:	Class II
Description:	From Pleasant Hill Road to North Main Street
Length:	1.3 miles
Notes:	Portion listed is within City of Walnut Creek only

Marchbanks Drive

Type:	Class II
Description:	From Ygnacio Valley Road to Heather Drive
Length:	.20 miles
Notes:	N/A

Oak Road

Type:	Class II
Description:	From Contra Costa Canal Trail to Walden Road
Length:	.30 miles
Notes:	N/A

Oak Grove Road

Type:	Class II
Description:	From Ygnacio Valley Road to North Gate Road
Length:	1.1 miles
Notes:	Southbound facility from Ygnacio Valley Ro ad To North Gate Road. Northbound facility from Walnut to Deerpark and from Deerpark to Ygnacio Valley Road.

Olympic Boulevard

Type:	Class II
Description:	From I-680 to California Boulevard
Length:	.30 miles
Notes:	Part of SR24 Corridor Bikeway in Walnut Creek

San Carlos Drive

Type:	Class II
Description:	From Heather Drive to San Jose Court
Length:	.40 miles
Notes:	N/A

Walnut Avenue

Type:	Class II
Description:	From Ygnacio Valley Road to Oak Grove Road
Length:	1.6 miles
Notes:	N/A

Wiget Lane

Type:	Class II , III
Description:	From Ygnacio Valley Road to Walnut Avenue
Length:	.70 miles
Notes:	Class II south of Blackstone Drive; Class III north of Blackstone Drive

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B.5.3 Class III Facilities

Los Cerros Avenue (Pt 1), San Antonio, El Divisadero, Blackstone Dr.

Type:	Class III
Description:	From San Carlos Drive to Walker Avenue
Length:	.60 miles
Notes:	N/A

Los Cerros (Pt 2)

Type:	Class III
Description:	From Ygnacio Canal Trail to San Carlos Drive
Length:	.30 miles
Notes:	N/A

La Casa Via

Type:	Class III
Description:	From Montego Drive to Briones-Mt.Diablo Regional Trail
Length:	1.0 miles
Notes:	N/A

Naranja Dr, Cedro Lane

Type:	Class III
Description:	Walnut Avenue @ Ygnacio Canal Trail to Oak Grove Road
Length:	.70 miles
Notes:	N/A

Treat Boulevard

Type:	Class III
Description:	Winton Road (in Walnut Creek) to Concord City Limits
Length:	1.3 miles
Notes:	N/A

Ygnacio Valley Road

Type:	Class I, III
Description:	From I-680 to Ygnacio Valley Canal Trail
Length:	4.3 miles
Notes:	Class III as a Share the Sidewalk facility for portions. Class I for remainder of facility.

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APPENDIX C. INVENTORY OF BICYCLE SUPPORT FACILITIES

Table C-1: Inventory of Bicycle Support Facilities

Destination	Location	# of Racks	Capacity	Public Restroom	Water
City Hall	Broadway / Civic (SW)	1	4	Yes	Yes
Library	Broadway (E)	1	4	Yes	No
Parking Lot	Broadway / Lincoln (E)	1	4	No	No
Broadway Plaza Garage	Broadway (E)	1	6	No	No
Broadway Pointe	Broadway/Mt. Diablo (NW)	1	4	Yes	No
Broadway Pointe	Broadway / Duncan (SW)	1	4	No	No
Broadway Pointe	N. Main / Duncan (NE)	1	4	No	No
Broadway Pointe	N. Main / Duncan (SE)	1	2	Yes	Yes
Broadway Pointe	N. Main / Mt. Diablo (NE)	1	4	No	No
Broadway Pointe	Mt. Diablo (N)	1	4	No	No
Apple Store	N. Main (W)	1	4	No	No
Broadway Plaza	Broadway Plaza (W)	3	24	No	No
Barnes and Noble	N. Main / Olympic (NW)	1	2	Yes	No
Broadway Plaza	N. Main / Olympic (SW)	1	4	No	No
Plaza Escuela	Olympic / Locust (SE)	1	4	No	No
Plaza Escuela	Locust / Olympic (SW)	2	6	No	No
Plaza Escuela	Locust (E)	3	12	Yes	Yes
Plaza Escuela Parking Lot	Locust (W)	2	6	No	No
Plaza Escuela	Locust (W)	1	2	No	No

Destination	Location	# of Racks	Capacity	Public Restroom	Water
Plaza Escuela	Locust / Botelho (NW)	1	4	No	No
Plaza Escuela	Botelho / California (SE)	2	8	Yes	No
Plaza Escuela	Botelho / Locust (NE)	1	4	No	No
Plaza Escuela	Botelho / N. Main (NW)	2	6	No	No
Plaza Escuela	N. Main (W)	1	4	No	No
Safeway Grocery	Mt. Diablo (S)	1	6	Yes	Yes
Olympia Place	California/Mt. Diablo (SE)	1	4	No	No
Olympia Place	Mt. Diablo (S)	4	16	Yes	No
Century Theaters	Locust (W)	1	4	Yes	No
S. Locust Parking Lot	Locust / California	1	4	No	No
Olympic Place Parking	Olympic (E)	1	6	No	No
Downtown	Olympic / California (NE)	1	4	No	No
Downtown	California / Cypress (NE)	1	2	No	No
Downtown	Cypress / Locust (NW)	1	2	Yes	Yes
Downtown	Locust / Mt. Diablo (W)	1	4	Yes	Yes
City Hall	Civic / Broadway (SW)	3	12	Yes	Yes
City Hall	(Bike Lockers)	1	4	Yes	Yes
Downtown	N. Main / Civic (SW)	1	4	No	No
Downtown	N. Main / Lincoln (W)	1	2	No	No
Downtown	N. Main / Bonanza (SW)	1	4	No	No
Downtown	N. Main / Cypress (SW)	1	4	No	No
Olympia Place	Mt. Diablo (S)	1	4	No	No

Destination	Location	# of Racks	Capacity	Public Restroom	Water
Downtown	Commercial Lane (W)	2	12	No	No
Downtown	Locust / Bonanza (SE)	1	4	No	No
N. Locust Parking Garage	Locust / Civic (SW)	1	4	No	No
Lesher Center For The Arts	Civic (S)	1	2	Yes	Yes
Growers Square	Locust / Civic (NW)	1	2	No	No
Target Store	N. Main / Ygnacio (SW)	2	16	Yes	No
Downtown	California / Bonanza (SE)	1	4	Yes	No
Downtown	California (W)	1	6	Yes	No
Downtown	Mt. Diablo (N)	1	2	No	No
Downtown	Commercial / Civic (W)	1	4	No	No
Department Motor Vehicles	Arroyo / Broadway (NE)	1	8	Yes	No
Social Security Building	Civic / Ygnacio (E)	1	15	No	No
Civic Park	Broadway / Civic (SE)	2	8	Yes	Yes
Downtown	Broadway / Cypress (NW)	1	3	No	No
Whole Foods Grocery	Newell / Broadway (SW)	2	24	Yes	Yes
Trader Joes Grocery	Newell / California (NE)	1	6	Yes	Yes
Downtown	California / Botelho	1	8	No	No
Rivendell Bicycle Works	Laurette/Croakerts	2	9	No	No
Walnut Creek Bart	Short / Riviera (SE)	1	2	No	No
Walnut Creek Bart	Ygnacio / California	20	155	Yes	Yes
Walnut Creek Bart	(Bike Lockers)	48			
Pleasant Hill Bart Station		40	310	Yes	Yes

Destination	Location	# of Racks	Capacity	Public Restroom	Water
Pleasant Hill Bart Station	(Bike Lockers)	90			
Alma Park	Alma Ave	3	20	No	No
Arbolado Park	Arbolado	1	2	Yes	Yes
Castle Rock Sports Park	Hutchinson/Pontiac Dr	N/A	N/A	No	Yes
Diablo Shadows Park	Diablo Shadows Dr	N/A	N/A	No	No
El Divisadero Park	El Divisadero Avenue	N/A	N/A	No	Yes
Heather Farm Park	Heather Dr/Marchbanks	8	28	Yes	Yes
Howe Homestead Park	Walnut Blvd/Homestead	N/A	N/A	No	No
Larkey Park	Buena Vista Avenue	3	20	Yes	Yes
Rudgear Park	Rudgear Rd	1	5	Yes	Yes
San Miguel Park	San Jose /Los Cerros Ave	N/A	N/A	Yes	Yes
Tice Valley Park	Tice Valley Blvd	1	5	Yes	Yes
Walden Park School	Oak Rd	N/A	N/A	Yes	Yes
Walnut Heights School	Walnut Blvd/Bellows Ct	N/A	N/A	Yes	Yes
Indian Valley School	Marshall Dr	N/A	N/A	Yes	Yes
Murwood School	Vanderslice Ave	N/A	N/A	Yes	Yes
Parkmead School	Magnolia Way	N/A	N/A	Yes	Yes
Buena Vista Park School	San Juan / Alvarado	N/A	N/A	Yes	Yes
Walnut Creek Intermediate	Walnut Blvd / Ygnacio	1	50	Yes	Yes
Las Lomas High School	South Main St	2	30	Yes	Yes
Del Valle School	Tice Valley Blvd	N/A	N/A	Yes	Yes
Bancroft School	Parish Dr	2	20	Yes	Yes

Destination	Location	# of Racks	Capacity	Public Restroom	Water
Eagle Peak Montessori	Hutchinson Rd	1	20	Yes	Yes
Valle Verde School	Peachwillow Ln	2	30	Yes	Yes
Walnut Acres School	Cerezo Dr	2	90	Yes	Yes
Foothill Middle School	Cedro Ln	6	60	Yes	Yes
Northgate High School	Castle Rock Rd	4	50	Yes	Yes
De Lasalle High School	Treat Blvd	2	22	Yes	Yes
Countrywood Center	Bancroft Rd/ Treat Blvd	7	41	Yes	No
Encina Grande Center	Ygnacio / Oak Grove Rd	4	30	Yes	No
Citrus Shopping Center	Citrus Ave / Oak Grove	N/A	N/A	Yes	No
Palos Verde Mall	Geary/Pleasant Hill Rd	12	103	Yes	No
Kaiser Permanente	South Main St / Newell	N/A	N/A	Yes	Yes
Ygnacio Plaza	Ygnacio	4	13	Yes	No
Diablo Hills Golf Course	Marchbanks / Ygnacio	N/A	N/A	Yes	No
Boundary Oaks Golf Course	Valley Vista Rd	N/A	N/A	Yes	No
Acalanes Open Space	Pleasant Hill/Hwy 680	N/A	N/A	No	No
Borges Ranch	Castle Rock Rd	N/A	N/A	Yes	Yes
Shell Ridge Open Space	Castle Rock Rd	N/A	N/A	Yes	Yes
Lime Ridge Open Space	Valley Vista Rd	N/A	N/A	No	No
Sugarloaf Open Space	Youngs Valley/Rudgear	N/A	N/A	Yes	No
Lindsay Wildlife Museum	First Ave	2	10	Yes	No
St. John Vianney Church	Ygnacio / Hospital Ln (N)	4	16	Yes	Yes
Mercer	N. California Blvd/Cole	3	10	Yes	N/A

Destination	Location	# of Racks	Capacity	Public Restroom	Water
Urban Outfitters	S. Olympic Blvd / Locust	1	4	No	N/A
Contra Costa Christian	Bancroft	N/A	N/A	Yes	Yes
Homestead Terrace	Homestead	N/A	N/A	N/A	N/A
Rossmoor Shopping Center	Tice Valley Blvd (E)	N/A	N/A	Yes	N/A
B'Nai Shalom Congregation	Eckley Ln (S)	3	24	Yes	Yes
St. Matthews Church	Wiget Ln	N/A	N/A	Yes	Yes
Lupoi Building	Ygnacio	1	4	N/A	N/A
Windsor Apartments	North Main/Parkside	8	25	No	No
555 Ygnacio	Ygnacio	15	15	No	No
John Muir Hospital	Ygnacio / La Casa Via			Yes	Yes
Chevron	Ygnacio / San Carlos (SE)	1	4	Yes	No

N/A = Unavailable Information

APPENDIX D. FACILITY DESIGN STANDARDS

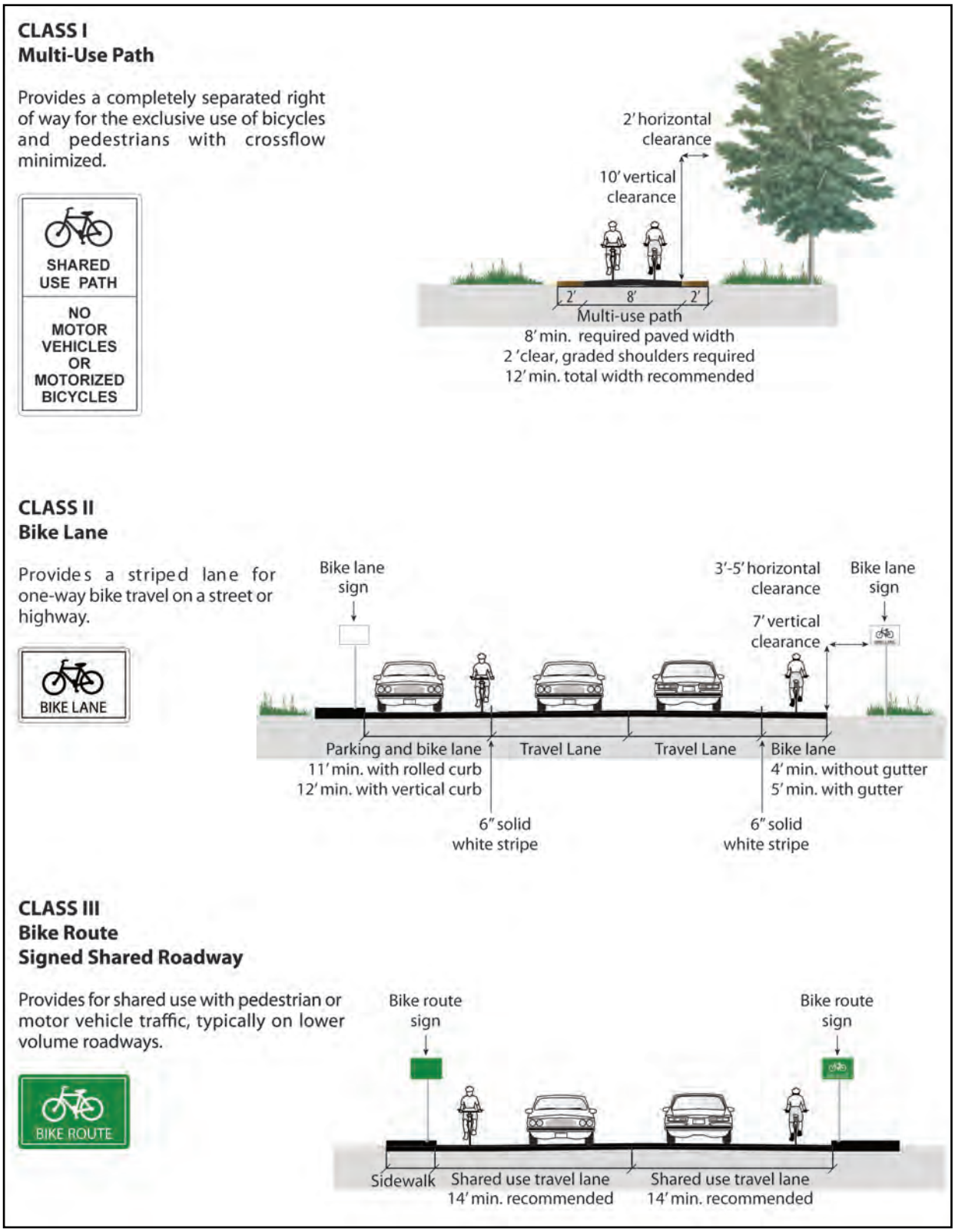

Figure D-1: Bikeway Design Standards

NOTE:
1 - Sign should be side mounted so both sides are readable.
2 - If an R81A or an R81B is installed with the R81-MOD sign, it should be side mounted.
3 - Front section is a modified R81 sign.
4 - Bike symbol section of the back panel is a modified R95 sign.
5 - Text section of the back panel is a modified R11A sign.

Figure D-2: Bikeway Signage Design Standard

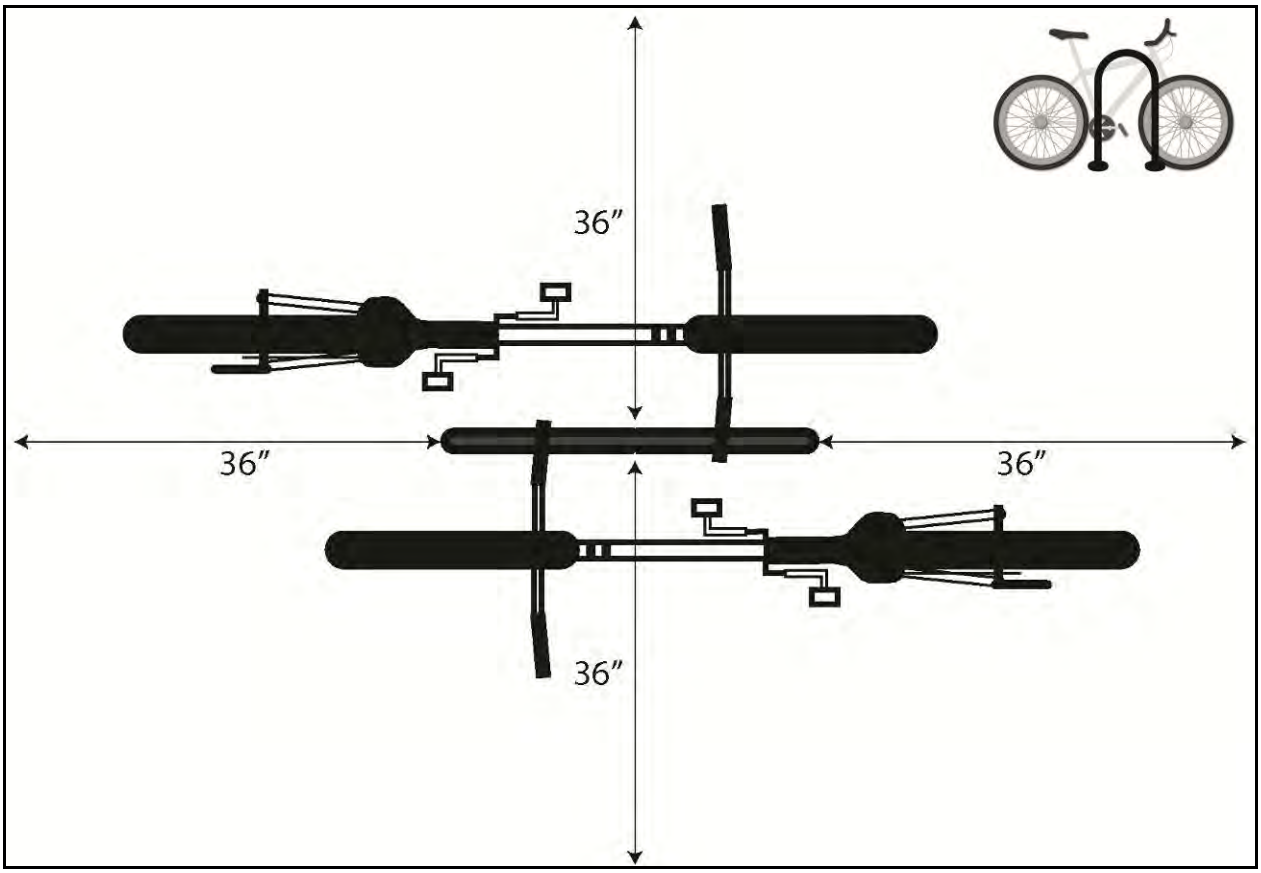

Figure D-3: Example Bicycle Rack Shy Zone