

10 . Funding and implementation

This section addresses BTA requirements (j): “A description of the projects proposed in the plan and a listing of their priorities for implementation”, and (k): “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.”

FUNDING STRATEGY

There are numerous funding sources at the federal, state, regional, county and local levels that are potentially available to the City of Richmond to implement the bicycle projects and programs in the BMP. The City should expect that one of the main funding sources—if not the main one—will be Measure J, the local half-cent sales tax for transportation, which was approved by county voters in 2004. Below

is a description of the most promising funding programs, organized into two categories: programs under Measure J, which are administered by the Contra Costa Transportation Authority (CCTA); and programs administered by other agencies and organizations.

MEASURE J

Measure J authorized a number of funding programs that may be used for bicycle projects and programs. These are listed below (including the amount of funding available under each program) and are described in more detail in the expenditure plan for the measure.

► Measure J expenditure plan:

www.ccta.net/assets/documents/Measure%20J_expenditure%20plan.pdf

Pedestrian, Bicycle and Trail Facilities (\$23.3 million)

This is the single most important source of funds for bicycle projects under Measure J. It amounts to \$23.3 million, or 1.5 percent of the total revenue authorized by Measure J, over 25 years. Two-thirds of the funds, or \$15.5 million, are to “complete projects in the Countywide Bicycle and Pedestrian Plan.” The remaining one-third (\$7.8 million) is “to be allocated to the EBRPD for the development and rehabilitation of paved regional trails.”

Local Streets and Road Maintenance

According to the expenditure plan, funds under this program “may be used for any transportation purpose eligible under the Act Pedestrian and bicycle facilities are an important part of the regional transportation system. Moreover, as appropriate, components for routine accommodation of bicycle and pedestrian travel shall be incorporated as part of construction projects.”

Contra Costa Transportation for Livable Communities (CC-TLC) (\$77.5 million)

From the expenditure plan: “The CC-TLC Program is intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system. The program will fund specific transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage. Typical investments include pedestrian, bicycle, and streetscape facilities, traffic calming and transit access improvements. Both planning grants

and specific transportation capital projects may receive funding under this program....”

Commute Alternatives (\$15.5 million)

“This program will provide and promote alternatives to commuting in single occupant vehicles, including carpools, vanpools and transit. Eligible types of projects may include but are not limited to: parking facilities, carpooling, vanpooling, transit, bicycle and pedestrian facilities (including sidewalks, lockers, racks, etc.), Guaranteed Ride Home, congestion mitigation programs, SchoolPool, and clean fuel vehicle projects.”

Major Streets: Traffic Flow, Safety, and Capacity Improvements (\$62.3 million)

Funds under this source will be available to all local jurisdictions for “Improvements to major thoroughfares including but not limited to installation of bike facilities, traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, sidewalks, curbs and gutters, bus transit facility enhancements such as bus turnouts and passenger amenities.”

Additional Funding for Livable Communities (\$6.2 million)

“This program will provide additional funding for West County to supplement the overall Transportation for Livable Communities Program, with specific projects to be identified by WCCTAC.” WCCTAC represents West County jurisdictions, including the City of Richmond.

Additional Pedestrian, Bicycle and Trail Facilities (\$0.6 million)

West Contra Costa Transportation Advisory Committee (WCCTAC) will propose programming these funds for additional trail/pedestrian/bicycle capital projects, and/or facility maintenance in West County.”

Eligible project types under Measure J funding sources

Pedestrian, Bicycle and Trail Facilities

- Pedestrian, bicycle and trail facilities that “complete projects in the Countywide Bicycle and Pedestrian Plan”
- Development and rehabilitation of paved EBRPD trails, to be spent equally in each subregion

Local Streets and Road Maintenance

- Generally any transportation purpose, including pedestrian and bicycle facilities

Contra Costa Transportation for Livable Communities

- Transportation projects that: (a) facilitate, support and/or catalyze developments, especially affordable housing, transit-oriented or mixed-use development, or (b) encourage the use of alternatives to the single occupant vehicle and promote walking, bicycling and/or transit usage
- Examples: pedestrian, bicycle, streetscape facilities, traffic calming and transit access improvements
- Both planning and capital projects

Commute Alternatives

- Alternatives to commuting in single occupant vehicles
- Examples: parking facilities; carpooling; vanpooling; transit, bicycle and pedestrian facilities; Guaranteed Ride Home; congestion mitigation programs; SchoolPool; and clean fuel vehicle projects

Major Streets: Traffic Flow, Safety, and Capacity Improvements

- Improvements to major thoroughfares
- Examples: traffic signals; widening; traffic calming and pedestrian safety improvements; bike facilities; shoulders; sidewalks; curbs and gutters; and bus transit facility enhancements

Additional Funding for Livable Communities

- Same as under Transportation for Livable Communities (see above), but only in West County

Additional Pedestrian, Bicycle and Trail Facilities

- Pedestrian, bicycle and trail facilities in West County
- Both capital and maintenance projects

OTHER FUNDING SOURCES

Below is a list of funding programs besides Measure J that routinely fund the development of bicycle facilities and programs in cities throughout the Bay Area. The first five are administered by MTC while the rest are administered by other agencies and organizations, as described below. It should be kept in mind that most of these sources are highly competitive and require the preparation of extensive and time-consuming applications.

Regional Bikeway Network Program

MTC’s “Regional Bicycle Plan for the San Francisco Bay Area” designates a regional bikeway network covering approximately 2,140 miles throughout the nine Bay Area counties. MTC has pledged \$1 billion to fully fund this regional bikeway network (with the exception of links on toll bridges) and will create a funding program with the intention of completing construction of the network by 2035. This program will replace the expired Regional Bicycle and Pedestrian Program.

Transportation Enhancements

Under the Transportation Enhancements (TE) program, California receives approximately \$60 million per year from the federal government to fund projects and activities that enhance the surface transportation system. The program funds projects under 12 eligible categories, including the provision of bike lanes, trails, bicycle parking and other bicycling facilities; safety-education activities for pedestrians and bicyclists; landscaping, streetscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for nonmotorized transportation. In California, 75 percent of TE funding is distributed by the regional transportation planning agencies. For the Bay Area, MTC allocates the money through its Transportation for Livable Communities program (see below). The remaining 25 percent is allocated by Caltrans at the district level.

Transportation for Livable Communities

MTC created the Transportation for Livable Communities (TLC) program—not to be confused with the CC-TLC program under Measure J—in 1998. It provides technical assistance and funding to cities, counties, transit agencies and nonprofit organizations for capital projects and community-based planning that encourage multimodal travel and the revitalization of town centers and other mixed-use neighborhoods. The program funds projects that improve bicycling to transit stations, neighborhood commercial districts and other major activity centers.

- **MTC's TLC program:** www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Transportation Development Act (TDA), Article 3

TDA Article 3 is perhaps the most readily available source of local funding for bicycle projects. TDA funds are derived from a statewide quarter-cent retail sales tax. This tax is returned to the county of origin and distributed to the cities and county on a population basis. Under TDA Article 3, two percent of each entity's TDA allocation is set aside for pedestrian and bicycle projects; this generates approximately \$3 million in the Bay Area annually. Eligible projects include the design and construction of walkways, bike paths and bike lanes, and safety education programs. According to MTC Resolution 875, these projects must be included in an adopted general plan or bicycle plan and must have been reviewed by the relevant city or county bicycle advisory committee.

- **MTC's Procedures and Project Evaluation Criteria for the TDA Article 3 program:** www.mtc.ca.gov/funding/STA-TDA/RES-0875.doc

Climate Action Program

In partnership with the Bay Area Air Quality Management District, Bay Conservation Development Commission and the Association of Bay Area Governments, MTC is sponsoring a transportation-oriented Climate Action Program, designed to reduce mobile emissions through various strategies, including a grant program. The grant program will provide funding for bicycle projects through new Safe Routes to School and Safe Routes to Transit programs, with total funding expected to be approximately \$400 million. This funding will be in addition to the state and federal Safe Routes to School programs and MTC's existing Safe Routes to Transit program.

Bicycle Transportation Account (BTA)

The BTA is a Caltrans-administered program that provides funding to cities and counties for projects that improve the safety and convenience of bicycle commuting. Eligible projects include secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination of hazards to bike commuters. In fiscal year 2008/09, the BTA provided \$7.2 million for projects throughout the state. To be eligible for BTA funds, a city or county must prepare and adopt a bicycle transportation plan that meets the requirements outlined in Section 891.2 of the California Streets and Highways Code.

► **Bicycle Transportation Account:**

www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Safe Routes to Transit (SR2T)

SR2T is a grant-funding program that emerged out of the Bay Area's Regional Measure 2, which instituted a \$1 toll increase on the Bay Area's seven state-owned toll bridges. Through the SR2T program, up to \$20 million is to be allocated through 2013 on a competitive basis to programs, planning efforts and capital projects designed to reduce congestion on toll bridges by improving bicycling and walking access to regional transit services that serve toll-bridge corridors. Funds can be used for secure bike storage at transit; safety enhancements and barrier removal for bike access to transit; and systemwide transit enhancements to accommodate bicyclists. The SR2T program is administered by two nonprofit organizations, TransForm and the East Bay Bicycle Coalition, with MTC serving as the fiscal agent. The program awarded approximately \$3.9 million during each of its first two cycles,

in 2005 and 2007. Future funding cycles are scheduled to occur in 2009, 2011 and 2013.

► **Bay Area Safe Routes to Transit funding program:**

www.transformca.org/campaign/sr2t

Safe Routes to School (SR2S)

California's Safe Routes to Schools program (SR2S) is a Caltrans-administered grant-funding program established in 1999 (and extended in 2007 to the year 2013). Eligible projects include bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools, as well as "incidental" education, enforcement and encouragement activities. Planning projects, on the other hand, are not eligible. In fiscal year 2007/08, approximately \$25.5 million was available in grant funding.

► **Caltrans Safe Routes to School program:**

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Bay Trail grants

The San Francisco Bay Trail Project—a non-profit organization administered by the Association of Bay Area Governments—provides grants to plan, design and construct segments of the Bay Trail. The amount, and even availability, of Bay Trail grants vary from year to year, depending on whether the Bay Trail Project has identified a source of funds for the program. In recent years, grants have been made using funds from Proposition 84, the 2006 Clean Water, Parks and Coastal Protection Bond Act; however, this is a limited-term source of funds.

- ▶ **Bay Trail grants:** www.baytrail.org/grants.html

Transportation Fund for Clean Air (TFCA)

TFCA is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a \$4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. A sub-program of the TFCA is the Bicycle Facility Program (BFP), which provides funding for bicycle paths, lanes, signed routes, bicycle parking, bus racks and other bicycle-related projects. Grant awards are generally made on a first-come, first-served basis to qualified projects. Funding for bicycle projects is also available through the TFCA's County Program Manager Fund. Under that sub-program, 40 percent of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (the CCTA, in Contra Costa's case). Applications are made directly to the CMAs, but must also be approved by the BAAQMD.

- ▶ **TFCA Bicycle Facility Program:**
www.baaqmd.gov/pln/grants_and_incentives/bfp/index.htm
- ▶ **TFCA County Program Manager Fund:**
www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.htm

Measure WW

In 2008, Contra Costa and Alameda County voters approved EBRPD's Measure WW, the "Regional Open Space, Wildlife, Shoreline and Parks Bond." This extension of a similar 1988 bond measure allocates \$33 million specifically to trail projects in the county. In addition, the measure will provide \$48 million directly to cities, the county and spe-

cial park and recreation districts for their park and recreation needs, including trails and other nonmotorized transportation projects.

- ▶ **Measure WW:** www.ebparks.org/ww

Hazard Elimination Safety

Administered in California by Caltrans, the federal Hazard Elimination Safety (HES) program provides funds to eliminate or reduce the number and severity of traffic collisions on public roads and highways. Cities and counties compete for HES funds by submitting candidate projects to Caltrans for review and analysis. Caltrans prioritizes these projects statewide and approves priority projects for funding through its annual HES program plan. Historically, only about 20 percent of applications are approved for funding. In the 2005-2006 program cycle, Caltrans awarded approximately \$16 million under the HES program.

- ▶ **Hazard Elimination Safety program:**
www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm

Eligible project types under other funding sources

Regional Bikeway Network Program (MTC)

- Projects on the Bay Area regional bikeway network, except links on toll bridges

Transportation Enhancements (MTC, Caltrans)

- Twelve categories of projects and activities that enhance the surface transportation system, including: bike lanes, trails, bicycle parking and other bicycling facilities; safety education activities for pedestrians and bicyclists; landscaping, streetscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for nonmotorized transportation

Transportation for Livable Communities (MTC)

- Capital projects and community-based planning that encourage multimodal travel and the revitalization of town centers and other mixed-use neighborhoods
- Projects that improve bicycling and walking to transit stations, neighborhood commercial districts and other major activity centers

Transportation Development Act, Article 3 (MTC, Authority)

- Pedestrian and bicycle projects in an adopted general plan or bicycle plan
- Examples: design and construction of walkways, bike paths and bike lanes; safety education programs; the preparation of comprehensive bicycle or pedestrian plans

Climate Action Program (MTC, BAAQMD, BCDC, ABAG)

- Pedestrian and bicycle projects as part of safe routes to school and safe routes to transit

Bicycle Transportation Account (Caltrans)

- Projects that improve the safety and convenience of bicycle commuting
- Examples: secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve

major transportation corridors; and elimination of hazards to bike commuters

Safe Routes to Transit (TransForm, EBBC)

- Programs, planning efforts and capital projects that will improve bicycling and walking access to regional transit services that serve toll-bridge corridors
- Examples: secure bike storage at transit; safety enhancements and barrier removal for pedestrian or bike access to transit; systemwide transit enhancements to accommodate bicyclists or pedestrians; access improvements to car-sharing pods

Safe Routes to School (Caltrans)

- Bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools
- “Incidental” education, enforcement and encouragement activities

Bay Trail Grants (Bay Trail Project)

- Planning, design and construction of segments of the Bay Trail

Transportation Fund for Clean Air (BAAQMD)

- Projects and programs that will reduce air pollution from motor vehicles
- Examples: Bicycle paths, lanes, signed routes, bicycle parking, bus racks and other bicycle-related projects

Measure WW (EBRPD)

- EBRPD trail projects
- Park and recreation needs of cities, the county and special park and recreation districts, including trails and other nonmotorized transportation projects

Hazard Elimination Safety (Caltrans)

- Projects that eliminate or reduce the number and severity of traffic collisions on public roads and highways

Current and Past Expenditures

Over the past five years, the City of Richmond has spent approximately \$555,000 on bicycle facilities. Annual expenditures over this period were as follows:

FY 2005 = \$80,000

FY 2006 = N/A

FY 2007 = \$75,000

FY 2008 = \$110,000

FY 2009 = \$70,000

FY 2010 = \$220,000

These expenditures were spent on improvements and maintenance of the Bay Trail, on-street bike lanes and routes, and bicycle lockers. Understanding the City's investment in the existing bikeway system and what is required to complete the system is important in developing a funding strategy. With an approximate length of 31 miles, the existing bikeway system represents a substantial investment.

PRIORITIZATION

The methodology employed to prioritize the bikeway projects was developed by Fehr & Peers specifically for the City of Richmond, but is similar to that used by other Bay Area agencies in their bikeway plans. There are a total of 20 possible points based on five elements:

- Connectivity (5 points)
- Regional access (5 points)
- Relative ability to implement (4 points)
- Activity centers (3 points)
- Safety (3 points)

The methodology used to score projects within each element is described below:

Connectivity (five points)

This criterion evaluates the ability of a bicycle facility to provide access to major streets, to provide connections between activity centers, and to connect to and extend existing bicycle facilities and to link neighborhoods and/or overcome physical barriers between them. Projects with high connectivity received five points, moderate connectivity received two points, and low connectivity received one point. A more detailed description of how each proposed bikeway was evaluated is shown below.

5 points: A proposed bikeway that meets one of the following conditions:

- connects to existing bikeways and/or activity centers on both ends
- bridges a gap in an existing "crucial" bikeway (defined as a bikeway that provides cross-town access or is on a major arterial)
- serves as a collector of other bikeways or residential streets
- passes through the entire city

2 points: A proposed bikeway meets the following conditions:

- does not qualify for five points, but
- connects to existing bikeways and/or activity centers on one end
- serves as a bypass to busy arterial streets

1 point: A proposed bikeway that meets the following conditions:

- does not qualify for two or five points, but
- connects to a proposed bikeway on one or both ends

Regional access (five points)

The methodology for assessing regional access for each project was as follows:

- **5 points:** Projects that provide direct access to a regional trail, or across a freeway or railroad crossing
- **3 points:** Projects that provide access to a bikeway in an adjacent city
- **2 points:** Projects that provide direct access to a BART station or bus route

Relative ease of implementation (four points)

The relative ease of project implementation was determined through a review of existing plans, field review of the study area, and level of construction required for implementation. The methodology for assessing ability to implement each project was as follows:

On-street projects

- **4 points:** High implementation ability: projects that do not require repaving, re-striping, modification of existing street layout, ROW acquisition, or converge with the City's overall planning priorities
- **2 points:** Moderate implementation ability: projects that require repaving, re-striping and minor modifications to the existing layout
- **1 point:** Low implementation ability: projects that require major construction, ROW acquisition, or inter-jurisdictional coordination

Off-street projects

- **4 points:** High implementation ability: projects along existing maintenance or access roads that do not require significant grading

or ROW acquisition, or converge with the City's overall planning priorities

- **2 points:** Moderate implementation ability: projects that require moderate grading and construction
- **1 point:** Low implementation ability: projects that require ROW acquisition, major construction, significant grading, bridges, or require coordination with multiple agencies

Activity centers (three points)

The number of local and regional activity centers on or near a proposed bikeway was counted. Activity centers include existing or planned parks and recreation centers, shopping and medical centers, schools, and large employment centers. Examples of activity centers in Richmond are the Richmond intermodal (BART/Amtrak) transit center and El Cerrito Del Norte BART Station, Civic Center, Hilltop Mall, Point Richmond, Downtown Richmond, the Bay Trail, Point Pinole Regional Park, and Miller Knox Regional Shoreline, Ford Point, Contra Costa College, and commercial areas along Macdonald Avenue, and San Pablo Avenue. The total number of activity centers along a bikeway route was averaged on a per-mile basis.

- **3 points:** Projects with three or more activity centers per mile
- **2 points:** Projects with between two and three activity centers per mile
- **1 point:** Projects with fewer than two activity centers per mile

Safety (three points)

On-street projects: The methodology for assessing the safety of on-street lanes and routes is based on the number of bicycle collisions on the roadway over the past five years and/or through assessments based on bike audits/Reality Rides:

- **3 points:** Projects that provide a bikeway facility on a roadway with more than 4 collisions per mile over the past five years
- **2 points:** Projects that provide a bikeway facility on a roadway with 2 to 3 collisions per mile over the past five years
- **1 point:** Projects that provide a bikeway facility on a roadway with less than one collision per mile over the past five years

The City may choose to reevaluate the safety of a proposed project based on based on community safety concerns & priorities, including information collected on future bicycling audits and Reality Rides assessments.

Off-street projects: The methodology for assessing the safety of off-street bicycle trails is based on the potential for conflicts with motor vehicles:

- **3 points:** Intersection improvement projects and grade separation projects
- **3 points:** Trail and path projects that cross roads and driveways fewer than one time per mile
- **2 points:** Trail and path projects that cross roads and driveways fewer than two times per mile
- **1 point:** Trails and path projects that cross roads and driveways fewer than three times per mile
- **1 point:** Allow bicyclists to avoid of mid-block crossings

Prioritization Results

The projects identified in Chapter 6 were scored and ranked using the methodology described above, and then sorted by estimated cost. Projects were then assigned to short-term (12-19 points; 1-5 years), medium-term (8-11 points; 6-10 years), or long-term/opportunistic (4-7 points; 11-20 years) categories. The tables on the following pages summarize the list of projects by priority and cost.

The following ranking of projects provides an initial framework for the relative priority of projects. As community needs and interests change over time, new development opportunities arise, and as bicycle facilities on the citywide network are completed, priority projects will also shift. The City should reevaluate the prioritization scoring on an ongoing basis to ensure that the list reflects current values and real time opportunities.

Table 10-1 | Near-term On-Street Projects (5 years)

Segment #	Name	From	To	Class	Distance	Cost*	Prioritization Score (20 points total)
CR-EW-12a	Ohio Avenue	2nd St	1st St	2	0.05	\$	20
CR-EW-14a	Cutting Boulevard	San Pablo Ave	Hoffman Blvd	2	3	\$\$\$	19
CR-EW-7	Roosevelt Avenue	Wilson Ave	Portola Ave	3 Bike Blvd	1.56	\$\$\$	19
CR-NS-10	23rd Street/ Marina Bay Parkway	Regatta Blvd	Emeric Ave	1, 3	2.46	\$\$\$	19
CR-EW-10b	Richmond Greenway	San Pablo Ave	Ohlone Greenway	1	0.1	\$\$	18
CR-NS-5	6th/7th/Filbert Street	Maine Ave	Vernon Ave	2,3 (Bike Blvd)	1.92	\$\$\$	18
CR-NS-7b	Pennsylvania Ave Bridge	Pennsylvania Ave	Esmond Ave	1 & 2	0.3	\$\$\$	18
CR-EW-15	Hoffman Boulevard	Harbour Way	Cutting Blvd	2 (SB)	0.3	\$	17
HT-1	Giant Road/Highway	Atlas Rd	Brookside Dr	3	2.4	\$	17
CR-NS-8	Marina Way/ 15 th /16 th Street	Macdonald Ave	Costa Ave	2, 3 (Bike Blvd)	2.30	\$\$	17
CR-NS-11	Carlson Boulevard	Broadway	Central Ave	2	3.1	\$\$	17
ES-3a	San Pablo Dam Road	Mifflin Ave	El Portal Drive	2	0.17	\$	16
HT-12	El Portal Drive	San Pablo Dam Rd	I-80	2	0.2	\$	16
ES-3b	San Pablo Dam Road	Southern City Limits	Castro Ranch Rd	2	0.95	\$	16
HT-2	Richmond Parkway	Collins Ave	I-80	2	1.61	\$	16
HT-4	Hilltop Drive	Alhambra Rd	San Pablo Ave	2	1.66	\$	16
CR-EW-2	Emeric Avenue/ Chesley/ Gertrude Avenue	26th St	McKosken Rd	1, 3	1.38	\$\$	16
CR-EW-10a	Richmond Greenway	23rd St	RR crossing	1	0.1	\$\$\$	16

<i>Segment #</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Class</i>	<i>Distance</i>	<i>Cost*</i>	<i>Prioritization Score (20 points total)</i>
CR-NS-15	29th /30th St/33rd Street, 33rd St Bridge	Vale Rd	Wall Ave	1, 3 (Bike Blvd)	1.95	\$\$\$\$	16
CR-EW-9	Nevin Avenue	45th St	Richmond Pkwy	1, 3 (Bike Blvd)	2.00	\$\$\$\$	16
CR-NS-24	San Pablo Avenue	Lowell Ave	Barrett Ave	3	0.91	\$	15
CR-NS-1	Richmond Pkwy	Gertude Ave	Pennsylvania Ave	2	0.94	\$	15
CR-EW-4	McBryde Avenue	Alvarado Park	Wilson Ave	2, 3	0.7	\$\$	15
CR-EW-24	Fresno Avenue	San Luis	San Pablo Ave	3 Bike Blvd	0.42	\$\$	15
CR-NS-25	Amador Street/ Key Boulevard	McBryde Ave	Macdonald Ave	2, 3 (Bike Blvd)	1.16	\$\$	15
CR-EW-3	Maricopa/ Costa Avenue	San Pablo Ave	13th St	3 Bike Blvd	1.35	\$\$\$	15
CR-NS-6	Harbour Way	Pennsylvania Ave	Wright Ave	1, 2, 3	1.48	\$\$\$\$	15

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Table 10-2 | Medium-term On-Street Projects (6-10 years)

Segment #	Name	From	To	Class	Distance	Cost*	Prioritization Score (20 points total)
CR-NS-7a	13th Street/Portola Avenue	Costa Ave	Barrett Ave	1, 2	0.88	\$\$	14
CR-NS-21	Ells Lane	Cypress Ave	Bayview Ave	1, 3	0.12	\$	14
CR-NS-17b	Richmond Greenway spur	East side of Target Parking lot		1	0.1	\$\$	14
CR-EW-8	Barrett Avenue	Key Blvd	Richmond Pkwy	2	2.64	\$\$\$	14
CR-EW-25	Central Avenue	San Joaquin St	Rydin Rd	2	0.3	\$	14
HT-6	Birmingham Drive	Shane Dr	Robert Miller Dr	3	0.44	\$	13
CR-NS-13	Spring/ 31st/ Erlandson Street	29th St	Regatta Blvd	3	0.63	\$	13
CR-EW-6	McLaughlin Street/ Clinton Avenue	Sonoma St	Wilson Ave	3	0.59	\$	13
HT-8	Moyers Road/ Drive	Hilltop Dr	Annapolis Ave	3	0.79	\$	13
CR-EW-17	Potrero Avenue	53rd St	Carlson Blvd	2	0.66	\$	13
HT-7	Shane Drive	Hilltop Dr	Fordham St	3	0.9	\$	13
ES-6	May Road	Bruno Rd	Valley View Rd	2	0.7	\$	13
HT-3	San Pablo Avenue	Stanton Ave	Richmond Parkway	2	0.76	\$	13
CR-NS-3	2nd Street	Pennsylvania Ave	Cutting Blvd	3	1.18	\$	13
CR-NS-22	56th / San Luis / Pierce Street	Potrero Ave	Central Ave	3	1.6	\$	13
CR-EW-23	Tehama Avenue	San Pablo Ave	Carlson Blvd	3 Bike Blvd	0.4	\$\$	13
CR-EW-21	Commodore Drive/ Seaport Avenue	51st St	Regatta Blvd	1	0.66	\$\$\$\$	13
HT-9	Hilltop Lake Path connection	BlumeHilltop Lake	Richmond Pkwy	3	0.12	\$	12

<i>Segment #</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Class</i>	<i>Distance</i>	<i>Cost*</i>	<i>Prioritization Score (20 points total)</i>
ES-1a	Castro Ranch Rd EBRPD trail connection	San Pablo Dam Rd	EBRPD, Wildcat Canyon	3	0.32	\$	12
HT-5	Lancaster/ Robert H. Miller Drive	San Pablo Ave	Hilltop Dr	2, 3	0.9	\$	12
CR-EW-18	Meeker/ Wright Avenue	Marina Bay Ave	Marina Way	2, 3	0.6	\$	12
CR-NS-23	Imperial Ave/ 55th St/San Joaquin Street	Potrero Ave	Central Ave	3	1.54	\$	12
CR-EW-22	Bayview Avenue	55th St	51st St	2, 3	0.71	\$	12
ES-5	Castro Ranch Road	Conestoga Way	Country View Dr	2	0.47	\$\$	12
CR-NS-19	47th/49th/45th Street	Carlson Blvd	Richmond Greenway	3 Bike Blvd	1.3	\$\$\$	12
CR-EW-5	Solano/ Garvin/ Pennsylvania Avenue	35th St	Harbour Way	2, 3 (Bike Blvd)	2.96	\$\$\$	12
CR-NS-17a	Wilson Ave/43rd /44th/45th Street	McBryde Ave	Macdonald Ave	3 Bike Blvd	1.03	\$\$\$\$	12
CR-EW-1	Market Avenue	Soto St	RR tracks	3	0.12	\$	11
ES-1b	San Pablo Dam Road EBRPD trail connection	San Pablo Dam Rd at Lakeside Athletic Club	EBRPD, Wildcat Canyon	3	0.21	\$	11
CR-NS-9	18th/19th Street	Costa Ave	Nevin Ave	3 Bike Blvd	0.92	\$	11
ES-4	Valley View Road	Pine Hill Dr	Sunset Dr	2	0.72	\$	11
HT-11	Park Central	Fitzgerald Dr	Hilltop Dr	2	0.9	\$	11
HT-10	Blume Drive	Richmond Pkwy	Hilltop Dr	2	0.8	\$\$	11
CR-NS-12	24th/25th Street	Market Ave	Macdonald	2, 3 (Bike Blvd)	0.9	\$\$	11

<i>Segment #</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Class</i>	<i>Distance</i>	<i>Cost*</i>	<i>Prioritization Score (20 points total)</i>
CR-NS-18	46th Street	Seaver Ave	Bay Trail	1	0.57	\$\$\$\$	11
CR-NS-2	Shared Use Path along RR ROW	Brookside Drive	Chesley Ave	1	0.68	\$\$\$\$	11
CR-NS-16	37th Street, Cerrito Avenue/ 38th Street	Carlson Blvd	Garvin Ave	2, 3	1.49	\$\$	10

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Table 10-3 | Long-term/Oppportunistic On-Street Projects

Segment #	Name	From	To	Class	Distance	Cost*	Prioritization Score (20 points total)
CR-EW-11	Macdonald Avenue	Key Blvd	Richmond Pkwy	3	2.82	\$\$	16
CR-EW-13	Wall Avenue/ 41st St/Center Ave/ Maine Avenue	49th St	2nd St	1, 3 (Bike Blvd)	3.3	\$\$\$\$	10
CR-NS-26	Canal Boulevard	Cutting Blvd	400' north of E Richmond Ave	2 (SB only)	0.3	\$	9
CR-EW-16	Berk Avenue	49th Street	Cutting Blvd	3	0.5	\$	9
HT-13	Goodrick Avenue	Parr Ave	Richmond Pkwy	2	0.38	\$	9
ES-2	Sobrante Regional Preserve Trail	Castro Ranch Rd	Trail	1	1.05	\$\$\$\$	8
CR-EW-20	Regatta Boulevard	Marina Way	I-580 overpass	2	1.64	\$	7
CR-EW-19	Regatta Boulevard	Marina Way	Marina Bay Pkwy	1	(0.64) existing	\$\$	7
CR-NS-20	51st Street	East Montgomery Ave	Bay Trail	1	0.22	\$\$\$	7
CR-NS-14	Meade Street	Regatta Blvd	51st St	1, 2	0.83	\$\$\$	7
CR-NS-4	RR frontage stub	Richmond Pkwy	Chesley Ave	1	0.96	\$\$\$\$	7

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Table 10-4 | Near-term Trail Projects

Segment #	Name	From	To	Class	Distance	Cost*	Prioritization Score (20 points total)
CT-5	Cerrito Creek Trail	Southern edge of Pacific East Mall	N/A	1	0.17	\$\$\$	20
BT-10	Pt Richmond	Intersection of Castro St & Tewksbury Ave	Existing trail under Richmond/San Rafael Bridge	1	0.9	\$	18
BT-6	Pt Richmond	Ferry Point Tunnel	Intersection of Garrard Ave & Cutting Blvd	1	0.1	\$\$	17
BT-17	Wildcat Creek Trail North	Wildcat Creek Trail western Terminus	Richmond Parkway	1	1.1	\$\$\$\$	17
BT-3	Brickyard Cove Road	Opposite Mallard Dr	Garrard Blvd	1	0.3	\$\$\$	16
BT-22	Atlas Road	Richmond Pkwy	Point Pinole Regional Park	1	1.18	\$\$\$\$	16
BT-1	Central Avenue	South from EBRPD Class I trail along Rydin Road	Caltrans Class I trail along I-580, Albany	1	0.1	\$\$	15
CT-4	Wildcat Creek Trail Crossing	Richmond Parkway	N/A	N/A	N/A	\$\$\$	15
BT-7	Tewksbury/ Railroad Avenue	Tewksbury Avenue	Railroad Ave (from where BT-9b ends)	1	0.45	\$\$\$\$	15

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Table 10-5 | Medium-term Trail Projects

<i>Segment #</i>	<i>Name</i>	<i>From</i>	<i>To</i>	<i>Class</i>	<i>Distance</i>	<i>Cost*</i>	<i>Prioritization Score (20 points total)</i>
BT-8b	Richmond Avenue/ Castro Street	Railroad Ave	Tewksbury Ave	3	0.28	\$	14
BT-8a	Railroad Avenue	Garrard Ave	Railroad Ave	2	0.1	\$	14
BT-13	Pt Molate - Pt San Pablo	Northern boundary of former Point Molate Naval Fuel Depot	Southern boundary of City's Point San Pablo Property	1	0.54	\$\$	13
BT-2	S. 32nd Street connection	Regatta Blvd	Meeker Creek (south side)	1	0.15	\$\$	13
BT-4	Brickyard Cove Road loop south of Miller Knox Regional Shoreline	East end of Dorman Dr	Brickyard Cove Rd	1	0.62	\$\$\$	13
BT-12	Pt Molate	Shoreline of former Point Molate Naval Fuel Depot		1	1.4	\$\$\$\$	13
BT-11	Pt. Richmond - Pt Molate	North side of Richmond/San Rafael Bridge	Point Molate beach at boundary of former Naval Fuel Depot	1	1.26	\$\$\$\$	13
BT-21	Point Pinole Regional Shoreline	Point Pinole Regional Shoreline	Point Wilson, Pinole	1	0.58	\$\$\$\$	13

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Table 10-6 | Long-term/Oppportunistic Trail Projects

Segment #	Name	From	To	Class	Distance	Cost*	Prioritization Score (20 points total)
BT-20	Former Freethy Industrial Park	Southwest to Richmond Pkwy	North end of Goodrick Ave	1	0.94	\$\$\$\$	12
BT-18	Goodrick Avenue	Richmond Pkwy north	waterfront	1	0.53	\$\$\$\$	12
BT-19	Goodrick Avenue	Goodrick Ave	Bay View Trail in Point Pinole Regional Shoreline	1	0.75	\$\$\$\$	12
BT-5	BNSF railroad right-of-way	Richmond Ave	Keller Beach	1	0.33	\$\$\$\$	12
BT-9	Western Drive	Dorman Dr	Chevron Long Wharf	3	1	\$	11
CT-3	Wildcat Creek Trail	Giant Rd	City Limit	1	0.12	\$\$	11
CT-1	Brookside Trail	Giant Rd	City Limit/RR tracks	1	0.14	\$\$	11
CT-2	Creek Trail	I-80	Contra Costa College	1	1.17	\$\$\$\$	11
BT-14	Pt Molate - Pt San Pablo	Point San Pablo former Terminal 4		1	1.53	\$\$\$\$	10
BT-16	Point San Pablo Yacht Harbor			1	0.31	\$\$\$\$	10
BT-15	Pt San Pablo	Northern boundary of City of Richmond's Point San Pablo Property	Point San Pablo Yacht Harbor	1	0.48	\$\$\$\$	10

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K

Cost of New Bicycle Facilities

Table 10-7 provides a conceptual unit cost summary for the construction of bikeway facilities in Richmond. These estimates are based on costs experienced in Richmond and other communities throughout the State, with small increases to account for engineering, construction management, inspection, and contingency costs. Actual costs may vary widely depending on the existing conditions and scope of the project. More detailed estimates should be developed following the preliminary engineering stage as individual projects advance towards implementation. Table 10-8 summarizes the estimated total costs of the entire proposed network.

For purposes of this Bicycle Master Plan, conceptual construction costs for the proposed system were based on the following assumptions:

- New Class I facilities would be constructed on generally flat right-of-way with no grade separation and minimal grading needed given the existing topography within the City; cost of right-of-way acquisition is not included.
- New Class II facilities would require minor improvements
- New Class III facilities would require signing and stencils only. An adjustment to account for traffic control costs is included.
- New Class III bike boulevard facilities include costs for signing, stencils and traffic calming treatments.

Table 10-7 | Conceptual unit cost estimates for bikeway construction

<i>Facility Type</i>	<i>Improvement</i>	<i>Estimated Cost Per Mile</i>	
Class I	Bike Path	Construct Path with Minimal Grading Needed	\$1.2 million
Class II	Bike Lane	Signing/Striping Only	\$20,000
		Signing/Striping with Minor Improvements	\$80,000
Class III	Bike Route	Signing Plus Stencils	\$15,000
	Bike Boulevard	Signing/Stencils Plus Traffic Calming	\$250,000

*Costs are in 2011 dollars, excluding right-of-way costs.

Table 10-8 | Conceptual Cost Estimates Summary

<i>Facility Type</i>	<i>Length of Proposed Segments</i>	<i>Estimated Cost (2011 \$)</i>	
Class I	Bike Paths	30 miles	\$36,000,000
Class II	Bike Lane	32 miles	\$2,560,000
Class III	Bike Route	25.8 miles	\$390,000
	Bike Boulevard	16.6 miles	\$4,150,000
Total Estimated Costs			\$43,100,000

Construction of the Class I, II and III system would require approximately \$45.1 million, which equates to an investment of approximately \$2.25 million per year over 20 years. A significant portion of the proposed system would be constructed as part of new development or as re-development occurs. In many cases, City of Richmond general

fund revenues will not be required to cover these costs because (a) there are many sources of grants which should be pursued, (b) other government agencies such as EBRPD plan Class I improvements and (c) bikeway improvements will be made as part of private development projects. For example, virtually all of the Bay Trail segments built in Richmond during the last decade were planned, designed and built using grant funds obtained by TRAC for use by the City of Richmond, as part of development projects, or by EBRPD using both grants and their own sources of property tax revenues.

Maintenance Costs

Multi-use path maintenance includes cleaning, resurfacing, and re-striping the asphalt path, repairing bridges and other structures, cleaning drainage systems, removing trash, and landscaping. While this maintenance effort may not be incrementally major, it does have the potential to develop heavy expenses if it is not done periodically. The City of Richmond is responsible for maintaining all Class I paths in the City, including most of the Bay Trail, with the following major exceptions:

East Bay Regional Parks District

- Trail segments within the Regional Shoreline parks
- Wildcat Creek Regional Trail with its linkage with West County Landfill and Eastshore State Park, which includes the trail from Marina Bay to Point Isabel Regional Shoreline, Rydin Road, Isabel Street and Central Avenue from Isabel Street to the end of a 4' high fence well before Central Avenue

Caltrans

- From the Albany border to Central Avenue and west along Central Avenue to the beginning of a 4' high fence where East Bay Regional Parks District becomes responsible for the maintenance

Republic Services: West County Landfill

- Seacliff Homeowner's Association: Brickyard Cove Road and Seacliff Drive frontages of the Seacliff residential development

Volunteer maintenance of Class I paths should be pursued whenever possible. Various groups have adopted sections of the Richmond Greenway who have agreed to be responsible for the upkeep of designated areas. These volunteer arrangements encourage more neighborhood awareness and community buy-in, as well as helping to keep the Greenway in good shape.

The estimated annual maintenance expenses for Class I bike paths is approximately \$25,000 per mile. If all of the proposed bike paths were implemented, there would be a total of approximately 59 miles of Class I facilities, including the Bay Trail. The annual maintenance cost for Class I facilities is estimated at about \$1,465,000.

For Class II bike lanes, the cost consists of maintaining pavement markings and striping. The estimated annual cost is \$62,000 for a full build-out of approximately 39 miles of Class II facilities.

Lastly, Class III facilities will require maintenance of bike signs located along the bike route. For approximately 48 miles of Class III bike routes at full build-out, the annual cost is estimated at \$7,000.

Table 10-9 | Conceptual Annual Maintenance Costs

<i>Facility Type</i>	<i>Length of Existing & Proposed Segments</i>	<i>Estimated Cost (2010 \$)</i>
Class I Bike Paths	58.1 miles	\$1,452,500
Class II Bike Lane	38.7 miles	\$62,000
Class III Bike Route/Bike Boulevard	47.7 miles	\$7,000
Total Estimated Annual Maintenance Costs		\$1,521,200

IMPLEMENTATION PLAN

The City has already accomplished a great deal to encourage bicycling in Richmond. Richmond has the longest and most scenic section of the Bay Trail and is blessed with more shoreline than any other city in the Bay Area. In addition, the Richmond Greenway provides a critical east-west Class I pathway connection across the center of the City. As such, the City has the potential to be a magnet for people seeking healthy lifestyles, particularly as the City's bicycle network develops.

To fully achieve the vision set forth in this Plan, close coordination among City agencies, neighboring jurisdictions, and the community-at-large will be required. The Richmond Bicycle/Pedestrian Advisory Committee will play a central role in stewarding the implementation of this Plan. The following Implementation Road Map identifies the key implementation tasks, primary responsible agencies, a recommended timeline, as well as the relative cost and priority of each task. Upon adoption, the City should craft a five-year work plan based on this Plan.

Table 10-10 | Implementation Plan

Task Type	Task	Lead Agency/ Partner	Timeline	Relative Cost*	Relative Priority	Master Plan Chapter
Bicycle Network Improvements						
Near-term Bikeway Projects	Identify priority projects for implementation and pursue funding for design and construction.	Planning Dept, Engineering Dept, Redevelopment Dept	5 years	\$-\$\$\$\$	High	Appendix A, "Proposed Bicycle Routes"
Medium-Term Bike-way Projects	Ensure that medium-term bicycle projects are considered as new funding sources, redevelopment or other opportunities arise.	Planning Dept, Engineering Dept, Redevelopment Dept	6-10 years	\$-\$\$\$\$	Moderate	Appendix A, "Proposed Bicycle Routes"
Long-term/ Opportunistic Bikeway Projects	Ensure that long-term bicycle projects are considered as new funding sources, redevelopment or other opportunities arise.	Planning Dept, Engineering Dept, Redevelopment Dept	Ongoing-Long-term	\$-\$\$\$\$	Low	Appendix A, "Proposed Bicycle Routes"
Bikeway Project Prioritization	Reevaluate the prioritization of projects as facilities are constructed, new opportunities arise, and priorities shift over time.	Planning Dept, RBPAC	Annual	\$	Moderate	Chapter 10, "Funding and Implementation"
Repaving	Coordinate repaving projects with proposed on-street bicycle improvements; prioritize repaving on streets with existing and proposed facilities with poor pavement conditions.	Planning Dept, Engineering Dept	Ongoing	\$	High	Chapter 6, "Proposed Bicycle Network"
Loop Detection	Develop a program to ensure that loop detectors along existing and planned bikeways are functioning and detect bicycles.	Public Works Dept	Ongoing	\$	High	Chapter 6, "Proposed Bicycle Network"
Bicycle Network Maintenance Plan	As part of the City's standard roadway maintenance procedures, develop a bicycle network maintenance plan which includes regular sweeping so that all bikeways continue to operate optimally.	Public Works Dept	Short-term	\$ - \$\$	High	Chapter 6, "Proposed Bicycle Network"

Task Type	Task	Lead Agency/ Partner	Timeline	Relative Cost*	Relative Priority	Master Plan Chapter
Richmond Greenway Maintenance and Operations	Collaborate with Rails to Trails to seek grant funding for a focused study on construction practices and materials, and maintenance and operations to help the City deter crime and vandalism.	Planning Dept, Rails to Trails	Short-term	\$	Medium	Chapter 6, "Proposed Bicycle Network"
Regional Coordination	Coordinate with CCTA, WCCTAC, and neighboring jurisdictions to ensure a continuous and connected bicycle network throughout West County.	Planning Dept, WCCTAC	On-going	\$	Moderate	Chapter 6, "Proposed Bicycle Network"
Bicycle Parking						
Bicycle Parking at City Facilities	Pursue funds, such as a BAAQMD grant, to install bicycle parking at all City facilities.	Planning Dept	Ongoing	\$\$-\$	High	Chapter 7, "Bicycle Parking"
Bicycle Rack Program	Institute a program to install sidewalk racks on request.	Public Works Dept, Planning Dept	Short-term	\$\$-\$	High	Chapter 7, "Bicycle Parking"
Bicycle Parking at Bus Stops	Pursue funds, such as a Safe Routes to Transit grant, to install bicycle parking at priority AC Transit bus stops.	Planning Dept, AC Transit	Ongoing	\$\$-\$	High	Chapter 7, "Bicycle Parking"
Bicycle Parking Ordinance	Adopt an ordinance to require bike parking as part of development projects.	Planning Dept	Short-term	\$	High	Chapter 7, "Bicycle Parking"
Valet Bicycle Parking	Consider requiring valet bike parking at large events.	Planning Dept	Short-term	\$	Moderate	Chapter 7, "Bicycle Parking"
Bicycle Rack Fabrication	Seek opportunities to design and fabricate bicycle racks within the City.	Planning Dept, RBPAC	Short-term	\$	Moderate	Chapter 7, "Bicycle Parking"
Collisions						

Task Type	Task	Lead Agency/ Partner	Timeline	Relative Cost*	Relative Priority	Master Plan Chapter
SWITRS Reports	Obtain and make available to the public standardized SWITRS reports for collisions in Richmond involving bicyclists for the latest available calendar year.	Police Dept	Annual	\$	High	Chapter 8, "Collisions"
Trends	Analyze collision trends from SWITRS reports and include the information in an annual traffic safety report.	Engineering Dept	Annual	\$	Medium	Chapter 8, "Collisions"
Hot Spots	Create and analyze maps of collision locations, and seek solutions to any newly identified collision hotspots.	Engineering Dept	Annual	\$	High	Chapter 8, "Collisions"
Support Programs						
Educational Campaign	Develop and deliver bilingual educational campaigns with bicycling safety and share-the-road messages.	Engineering Dept, Police Dept	Annual	\$	High	Chapter 9, "Support Programs"
School-Related Efforts	Partner with the school district on a variety of recommended age-appropriate efforts to promote bicycling among students.	Engineering Dept	Ongoing	\$	Medium	Chapter 9, "Support Programs"
Other Education	Conduct other recommended educational activities as funding and staff time permit.	Engineering Dept	Ongoing	\$	Low	Chapter 9, "Support Programs"
Encouragement and Promotion Events	Provide support toward Bike to Work Day activities and recreational events similar to Oakland's Oaklavía.	Engineering Dept	Annual	\$	High	Chapter 9, "Support Programs"
Bicycling Maps	Print and distribute full-color copies of maps of the city's existing and proposed bikeway system.	Engineering Dept	Every 5 years	\$	Medium	Chapter 9, "Support Programs"
Other Encouragement and Promotion	Conduct other recommended encouragement and promotion activities as funding and staff time permit.	Engineering Dept	Ongoing	\$	Low	Chapter 9, "Support Programs"

Task Type	Task	Lead Agency/ Partner	Timeline	Relative Cost*	Relative Priority	Master Plan Chapter
Law Enforcement	Continue to enforce traffic laws for motorists and bicyclists, and train police officers on the rights of bicyclists.	Police Dept	Ongoing	\$	High	Chapter 9, "Support Programs"
Bicycle Patrol Unit	Provide adequate funding for a bicycle patrol unit.	Police Dept	Annual	\$\$	Low	Chapter 9, "Support Programs"
Policy						
Staff Coordinator	Seek funds to hire a part- to full-time pedestrian and bicycle coordinator to oversee all projects set forth in the Pedestrian and Bicycle Plans.	TBD	Ongoing	\$\$	High	Chapter 3, "Policy Framework"
Pedestrian Plan	Coordinate BMP implementation with the recommendations set forth in the Pedestrian Plan to ensure that bicycling and walking improvements complement one another.	Citywide	Ongoing	\$	High	Chapter 2, "Related Plans"
General Plan Policies	Conduct a detailed review of relevant policies and actions in the General Plan, and develop implementation mechanisms for any not addressed in the BMP or through other City plans and processes.	Planning Dept	Short- to medium-term	\$	Medium	Chapter 2, "Related Plans;" Chapter 3, "Policy Framework"
Other Policy Items	Develop, adopt and implement other recommended policies as staff resources permit.	Planning Dept	Ongoing	\$	Low	Chapter 3, "Policy Framework"
Implementation Report and Work Plan	Develop an annual BMP implementation progress report (for the previous year) and work plan (for the next year).	Planning Dept	Annual	\$	High	Chapter 3, "Policy Framework"

*Estimated Order of Magnitude Cost: \$ = <\$50K, \$\$ = \$50K-\$200K, \$\$\$ = \$200K-\$500K, \$\$\$\$ = >\$500K