

Appendix A. Existing Plan Summary

This appendix reviews planning and policy documents relevant to a Pedestrian and Bicycle Pathway along sections of East Bay Municipal District's (EBMUD) Aqueduct right-of-way (ROW). The overview examines plans and policies from the City of Lafayette, Contra Costa County, as well as from regional entities like the Association of Bay Area Governments (ABAG), Bay Area Rapid Transit (BART) and the East Bay utility and park districts which have lands adjacent to the EBMUD Aqueduct (ROW).

The purpose of this review is twofold: (1) to document existing goals, policies and programs that give support or guidance to the pathway currently being studied and (2) to ensure consistency between this study and previously adopted City, County and Regional planning documents which could affect implementation of a new walking and bicycling pathway through downtown Lafayette.

A.1 City of Lafayette Plans and Policies

A.1.1 General Plan (2002)

The City of Lafayette's General Plan provides a set of directives and guidelines regarding future development in Lafayette. One of the themes of the General Plan is to maintain a network of bicycle and pedestrian paths between schools, commercial centers, parks and cultural centers in and around the City. The Circulation Element of the General Plan states that, in general, traffic signals will be designed to "favor pedestrians and bicyclists." The two exceptions to this rule are at the highly congested Lafayette "Y" —the intersection of Moraga Road, Mt. Diablo Boulevard, Oak Hill Road and First Street—and Mt. Diablo Boulevard. Traffic signals at these two locations will be designed to "balance the needs of vehicular traffic and pedestrians" (p.II-1, Circulation Chapter, Lafayette General Plan). The Circulation element specifically recommends providing effective alternatives to the private automobile, including bikeway facilities.

In addition, the Lafayette General Plan includes goals and policies that complement the development of an effective pedestrian and bicycle network. These include Goal C-1 to "Develop a safe and efficient circulation system that respects Lafayette's quality of life and community character" and Goal C-4 to "Coordinate land use and circulation planning" and Program C-8.2.6 to "utilize grant funding and other means, as appropriate, to acquire rights-of-way needed for a comprehensive bike route system..."

A.1.2 Downtown Lafayette Specific Plan (Revised Draft 2009)

The following description is based on the current draft version of the DSP. The DSP may change based on work undertaken by the Planning Commission and ultimately the City Council prior to adoption. This section will be updated upon adoption of the DSP.

The Downtown Lafayette Specific Plan (DSP) was prepared by the City in September of 2009 to guide all future development in the downtown area of Lafayette and has not yet been adopted. If the DSP is adopted, the General Plan will be amended concurrently to ensure consistency with the DSP. The downtown area includes 297-acres bound roughly by SR 24 and the BART line to the north, St. Mary's and Moraga Roads to the south, Risa Road to the west, and Pleasant Hill Road to the east. Approximately one-third of the pathway alignment under study is located within this planning district. The other two-thirds about the DSP area on the south. The lead element of the Downtown Specific Plan is sustainability. The plan recognizes the requirement

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to reduce greenhouse gas emissions as outlined in recent state climate legislation (AB 32 and SB 375) and envisions a more compact development pattern that shortens travel distances and allows more people to travel by foot, by bike, or by public transit. The Specific Plan builds on guidelines in the General Plan and includes new policies, programs, and goals related to bicycle and pedestrian planning in the downtown area. The most relevant sections of the DSP to this feasibility study are Circulation, Sustainability, Natural Resources and Downtown Character.

Circulation Section

The Circulation section of the DSP focuses on managing traffic congestion and improving pedestrian and bicycle facilities so that travel within, and to, the downtown area is safe and easy. Goals 2, 3, and 6 specifically address walking and bicycling in the area surrounding the EBMUD Aqueduct (ROW):

- **Goal 2:** Ensure a continuous and accessible pedestrian network.
- **Goal 3:** Develop a network and facilities to serve bicycle trips to, from, and within the downtown.
- **Goal 6:** Manage downtown circulation to maximize personal mobility, recognizing that maximizing opportunities for walking, biking, taking transit, and parking in the right location when driving will mitigate traffic congestion and preserve the downtown's small town character.

Other Relevant Sections and Programs

- **Natural Resources:** Program NR-1.2.2. Develop off-street pedestrian walkways in the creek corridors to provide pedestrian linkages with Mt. Diablo Boulevard and other downtown streets.
- **Downtown Districts:** Program DD-1.6.3. Improve the appearance and pedestrian orientation of Oak Hill Road and First Street as direct entrances into the downtown from SR 24.
- **Downtown Districts:** Program DD-1.6.4. Improve pedestrian access to the BART station through better signing and improvements to Happy Valley Road walkways.

A.1.3 Downtown Specific Plan Draft and Final Environmental Impact Reports (2010)

A Draft and Final Environmental Impact Reports (Draft and Final EIRs) were prepared to evaluate potential environmental impacts of the DSP. The Draft and Final EIRs identify significant impacts related to air quality, population and housing, and traffic and transportation. According to the Draft EIR Report Summary, full build-out of the DSP in the year 2030 would result in up to 1,765 new housing units and increase Lafayette's population by up to 4,589 residents. It is important to note that the Draft EIR assumed a high rate of redevelopment to ensure that environmental impacts were not underestimated and that, "given the historic rate of growth in Lafayette, the high cost of land, and irregular parcel sizes in the [DSP] Area, it is unlikely that the build-out numbers would be fully realized" (DSP Final EIR p. 3-6). The Draft EIR concludes the DSP has the potential to cause more vehicle trips in the downtown and surrounding areas, which could result in higher levels of traffic congestion at intersections and roadways bordering the Pathway Study Area.

Previously noted goals and programs in the DSP relating to a pathway along the EBMUD(ROW) could partly mitigate the extent of these impacts if they are implemented (and vehicle trips are reduced). Additional examples of programs in the DSP that could help mitigate certain impacts include:

- **Program C-1.2.1.** Work with school administrators and parents to develop options for school commuting, including carpooling, walk and bike-pooling, employee parking, and satellite drop-off and pick-up locations.
- **Program C-2.3.2.** Develop off-street pedestrian walkways to provide pedestrian linkages with Mt. Diablo Boulevard and other downtown streets, including walkways along the creek corridors.
- **Program C-3.1.3.** Develop connections between properties and streets and to shorten pedestrian and bicycle travel by considering internal pathways through new development sites and connections to adjacent developments.

A.1.4 BART Block Specific Plan (1986)

This plan, adopted in 1986, has guided development around the BART station and, in particular, the Town Center redevelopment with a focus on creating a downtown retail area mixed with commercial, residential and transportation uses. The design standards are aimed to preserve views of the hills (while still allowing height above 35-feet in some cases) and create a pedestrian-friendly environment.

A.1.5 Redevelopment Plan (1994)

The Redevelopment Plan lays the legal and policy framework for the activities of the Lafayette Redevelopment Agency and the redevelopment of Downtown Lafayette. The goals of the Redevelopment Plan are to encourage the revitalization of downtown and it is designed to be consistent and coexist with the goals and the policies of the General Plan.

A.1.6 Master Walkways Plan (updated 2008)

The Lafayette Master Walkways Plan (adopted in 1999 and updated in 2008) guides the Circulation Commission and staff in providing Lafayette with a system of walkways that will improve the safety and efficiency of walking along roads well traveled by pedestrians and motorists. Trail and bikeway planning and installation are specifically not governed by the Master Walkways Plan. However, the plan does require that walkways that coexist with bikeways should have a minimum width of 8 feet. This eight-foot width meets Caltrans minimum width for a two-way bicycle path.

A.1.7 Bikeways Master Plan (2006)

The Lafayette Bikeways Master Plan (adopted in 2006) was prepared by the City to facilitate safe and efficient bicycle travel within Lafayette and between Lafayette and other regional bicycling destinations. The plan is a guide for planning future bike lanes, routes, paths, parking and other bicycle facilities throughout the City. The plan includes a master list of priority projects, including the EBMUD Aqueduct/Caltrans (ROW) trail. This pathway is categorized as an extremely important component of the comprehensive bicycle network, but it is listed as a longer-term, lower-priority project within the context of the overall Bikeways Master Plan.

A.1.8 Trails Master Plan (2006)

The Trails Master Plan addresses General Plan's goal "to provide an attractive system of parks, trails, and recreation facilities throughout the city." The document lists two trails within the downtown planning district: the Shield Block Creek Trail and the Lamorinda Trail Loop. The EBMUD Aqueduct/Caltrans (ROW) trail was removed with the approval of the Parks, Trails & Recreation Commission in 2005 with the

recommendation to the Circulation Commission that it be added to Circulation Plan. An Aqueduct pathway would provide a linkage (and a potential upgrade) to the downtown section of the Lamorinda Trail Loop. A pathway would also enhance pedestrian and bicycle access to other trails and open space areas adjacent to downtown Lafayette.

A.1.9 Park Master Plan Background Report (2009)

The Background Report prepared in 2009 is the first phase in the creation of a Parks and Recreation Facilities Master Plan for Lafayette. The overall objective is to create an action plan for providing the park facilities needed to serve the citizens of Lafayette according to goals and policies established in the General Plan. The pathway along the EBMUD (ROW) under study has the potential to help connect the Lafayette Reservoir Recreation Area and the Briones Regional Park by serving bicyclists and pedestrians within the downtown commercial and residential areas.

A.1.10 Downtown Street Improvement Master Plan (1988)

The City of Lafayette adopted its current Downtown Street Improvement Plan in 1988. The Downtown Improvement Plan is intended to guide developers and staff in making improvements to street frontage in the downtown area of Lafayette. Primarily intended for improvement of the pedestrian experience, the Plan includes design guidelines and physical improvements to streets, sidewalks, landscaping, and crossings.

A.1.11 Traffic Calming Guidebook (2003)

In 2003 the City of Lafayette published a Traffic Calming Guidebook. The guidebook outlines various techniques to calm traffic by way of public education, stricter enforcement, and innovative engineering techniques. Many solutions rely on educational messages on signs and bumper stickers that promote safe and respectful driving. In general, the Traffic Calming program relies on citizens and community groups working together to identify their traffic problems, and provides a public forum for review and prioritization of all traffic calming requests.

A.1.12 Zoning Ordinance and Municipal Code

Bicycles are addressed within Lafayette Municipal Code's Title 8 Public Welfare, Morals and Society, in *Chapter 8-2, Bicycles*. This chapter was last updated in 1972, and should be revised to reference current Caltrans bikeway definitions and to reflect State Code regarding operation of bicycles. The Lafayette Municipal Code allows bicycles to ride on the sidewalk; requires all residents of Lafayette to register their bicycle with the Contra Costa Sheriff's Department for a dollar fee; restricts cyclists from locking their bicycles to parking meters; and does not permit cyclists to exit a bicycle lane except at intersections, when making a permitted U-turn or when turning right into a driveway or roadway.

A.2 County of Contra Costa Plans and Policies

A.2.1 Contra Costa Countywide Bicycle and Pedestrian Master Plan (updated 2009)

The Contra Costa Transportation Authority (CCTA) Countywide Bicycle and Pedestrian Master Plan was adopted in 2003 and updated in 2009. The Countywide plan encourages improved links to transit,

development of safety and education programs, completion of regional connections, and collaboration between local agencies and citizens to build a countywide network of bicycle and pedestrian facilities.

The CCTA Comprehensive Transportation Project List contains 32 bicycle and pedestrian projects within Lafayette. This list is part of Appendix E of the Countywide Plan's 2009 update (a pathway project along the EMBUD Aqueduct is included on the list).

In the 2003 Master Plan, two of the seventeen priority bicycle projects identified had segments within Lafayette: the SR 24 Bikeway project and the Lamorinda Linkages project. The SR 24 Bikeway consists of 6.7 miles of on- and off-street bicycle facilities paralleling SR 24 in Orinda, Lafayette, and Walnut Creek (County project #553). The Lamorinda linkages recommendations consist of 3.9 miles of bike routes within Lafayette, Orinda and Moraga. The Countywide Plan also supports efforts to connect the Lafayette-Moraga Trail to the Iron Horse Trail in Walnut Creek.

A.3 Regional Plans and Policies

A.3.1 BART Bicycle Access and Parking Plan (August 2002)

The BART Bicycle Access and Parking Plan outlines strategies to enhance and improve bicycle access to BART. The BART Bicycle Access and Parking Plan consists of two volumes: Volume 1 presents a systemwide approach to planning for bicycle access and parking in the BART system. Volume 2 is being developed in stages and will include site-specific bicycle access and parking plans for each station. A bicycle access and parking plan has not yet been created for the Lafayette station. Lafayette is listed as one of 18 stations with a High Parking Improvement Priority rating, which was assigned to stations with either: 1) no Class 1 and Class 2 bicycle parking available, or 2) with a wait list for bicycle lockers which is greater than half of the actual locker supply.

A.3.2 BART Station Profile Study (2008)

As stated in the 2008 BART Station Profile Study, parking at the Lafayette BART Station consists of 1,526 spaces, including 380 monthly permit spaces and the 1,146 daily fee spaces. In addition, 122 bicycle spaces are provided at the station. Approximately 3,270 BART riders enter the station on an average weekday, 2,658 of which come from home. According to the study, 84 percent of Lafayette station BART riders drove from their home to the station, 12 percent walked, 2 percent bicycled and one percent each took transit or rode a motorcycle/moped.

A.3.3 EBMUD Trails

EBMUD owns and manages the 915-acre Lafayette Reservoir Recreation Area, including the multi-use trail that surrounds the Reservoir. The entire recreation area is within Lafayette's city limits. The EBMUD Aqueduct (ROW) runs from this reservoir, through downtown Lafayette, and then heads northeast toward Pleasant Hill Road and the Acalanes High School. EBMUD permits bicycles on the Lakeside Trail and other roads within the park on limited days at limited times. Bicycles are not permitted on any other EBMUD trails.

A.3.4 East Bay Regional Parks District Master (EBRPD) Plan (1997)

Adopted in 1997, the East Bay Regional Park District's Master Plan outlines goals and policies consistent with the District's vision of its future. EBRPD's Mission Statement includes the goal of the continued provision of

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trails. EBRPD's parks are home to over 1,000 miles of existing trails, and EBRPD reports that trail use is on the rise. EBRPD aims to expand its system of trails linking parklands with major population centers.

Briones Regional Park (482 acres of which are within Lafayette's city limits) can be accessed via a trail from Brown Avenue, which is the eastern boundary of the Pathway Study Area. The Lafayette-Moraga Trail, a 7.65-mile linear park, managed by EBRPD begins at a staging area at Olympic Boulevard and Pleasant Hill Road, travels northwest toward the intersection of 4th Street and Moraga Boulevard, then southeast and southwest to EBMUD's Valle Vista staging area at the outskirts of Moraga. From the 4th Street/Moraga Boulevard intersection, 0.66 miles of trails connect the Lafayette-Moraga Trail with the EBMUD Aqueduct (ROW).

A.3.5 ABAG Priority Development Area (PDA)

The Association of Bay Area Governments (ABAG) has designated downtown Lafayette as a Priority Development Area (PDA). Regional planning agencies are committed to offering technical assistance, planning grants, and capital funding for local governments undertaking PDA transportation and land-use development projects. Downtown Lafayette was selected due to its proximity to the BART station and the community's plans to develop more housing units in the area.