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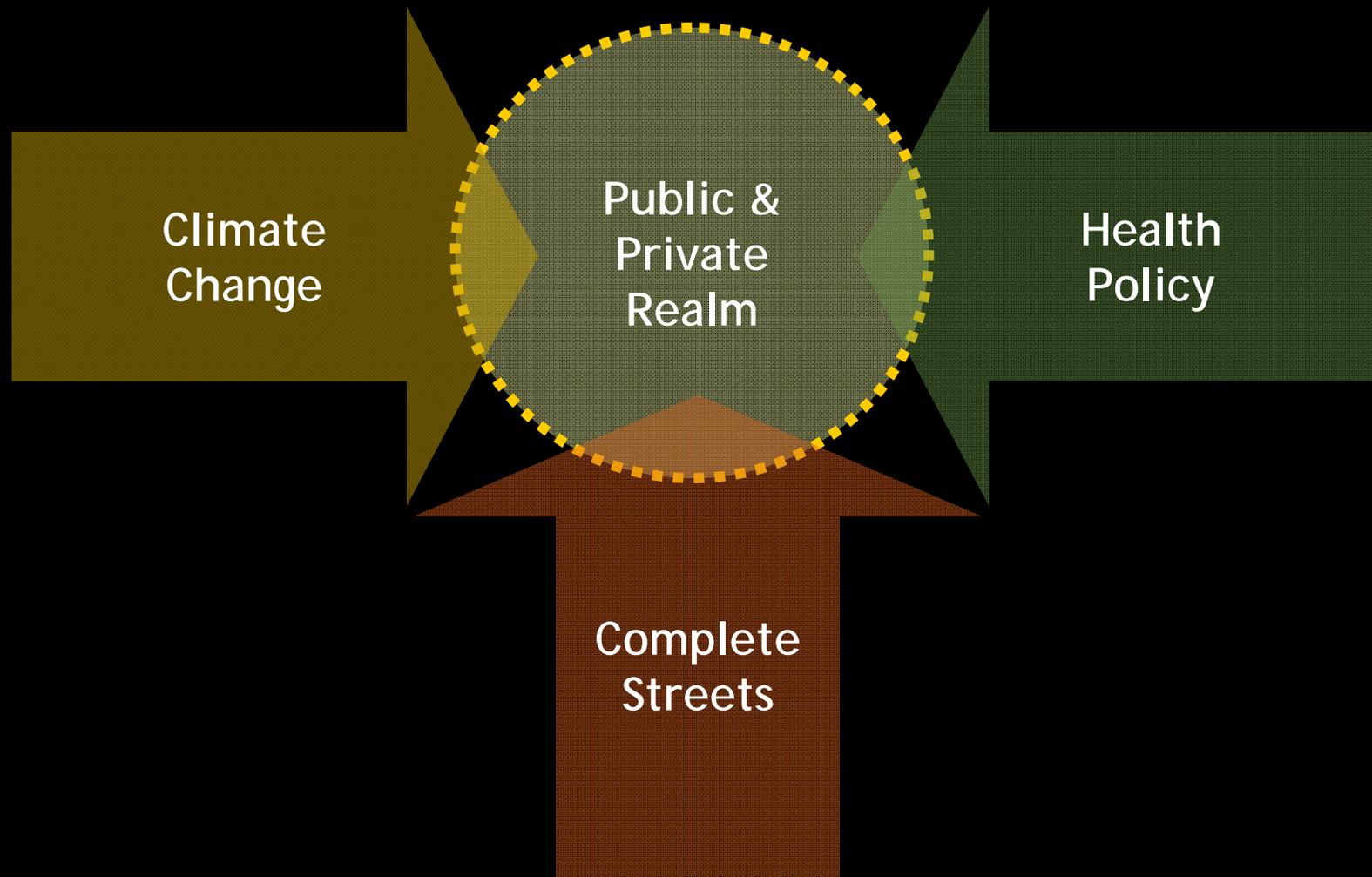
strategy | design | development

***Partnerships for
Complete Streets***

A Successful Inclusive Approach to Complete Street Combines....



Recent State & Regional Planning Trends....



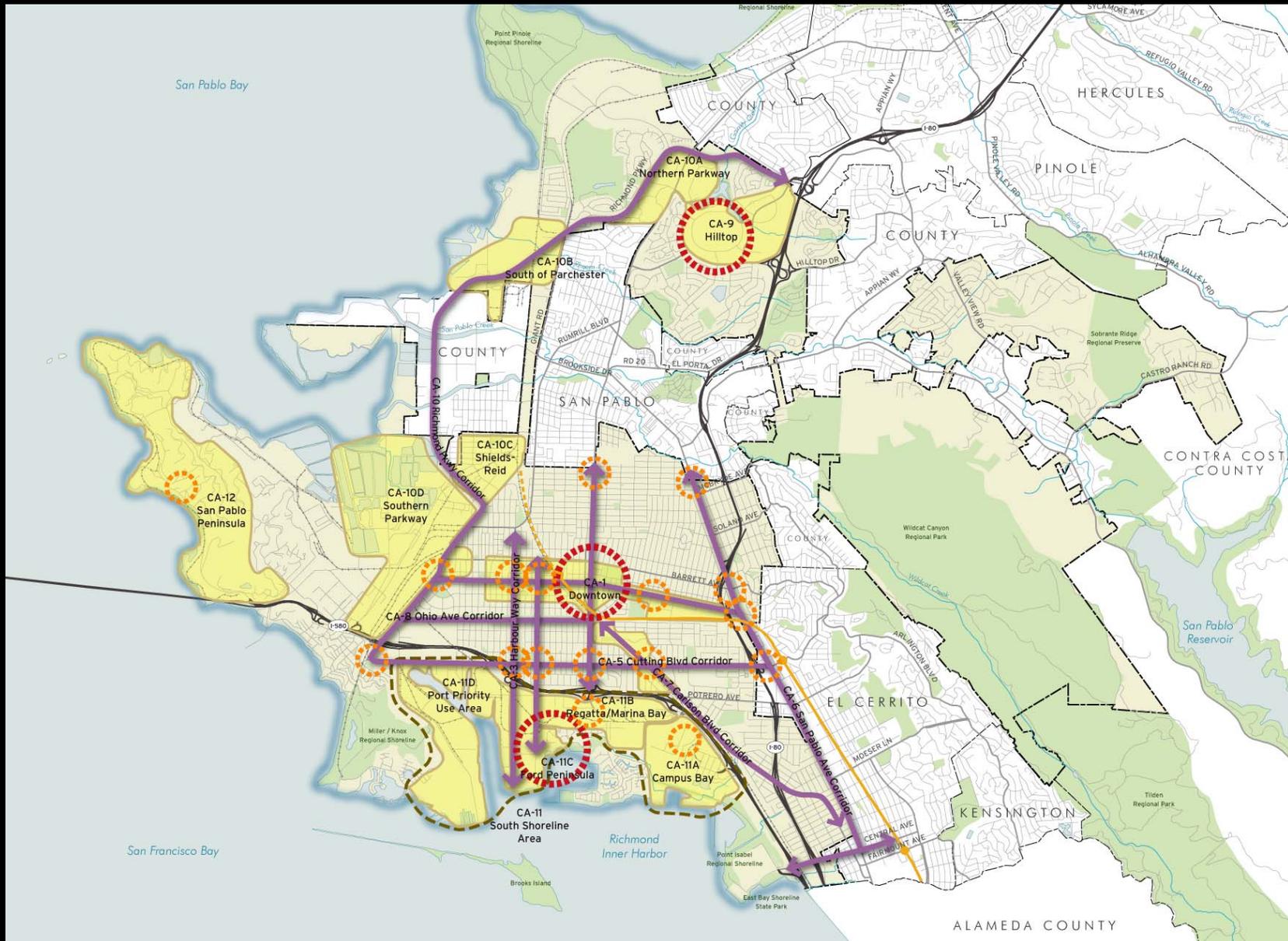
Recent State & Regional Planning Trends....

“Streets aren’t just for cars, they’re for people and with the **Complete Streets Act** local governments will plan for and build roadways that are **safe and convenient for everyone** — young or old, riding a bike or on foot, in a car or on a bus.

Getting people out of their cars and riding bicycles or the bus **improves public health**, air quality, eases congestion and **reduces greenhouse emissions.**”

*Assemblyman Leno, author Assembly Bill 1358,
California Complete Streets Act of 2008*

Richmond General Plan



Richmond General Plan: Community Engagement



Richmond General Plan: Street Typology

Street Category	Public Transit*	Bicycle	Pedestrian	Automobile	Truck**	Examples
Multi-Use Trail Bicycles and pedestrians are the only accommodated modes.	×	●	●	×	×	RICHMOND GREENWAY BAY TRAIL 
Residential Street Pedestrians are the priority users, with public transit, bicycles and automobiles as allowable users.	⊙	⊙	●	⊙	×	
Neighborhood Street Walking and cycling are the priority modes, with public transit and automobiles as allowable modes.	⊙	●	●	⊙	×	MCBRYDE AVENUE BARRETT AVENUE CHEG AVENUE 
Community Activity Street Public transit and pedestrians are prioritized, with bicycles and automobiles as allowable modes.	●	⊙	●	⊙	×	NEVIN AVENUE MACDONALD AVENUE MARINA WAY SOUTH 
Community Connector Street All modes except large trucks are allowed.	⊙	⊙	⊙	⊙	×	SAN PABLO AVENUE 3RD STREET 
City/Regional Connector Street All modes are allowed, including large trucks.	⊙	⊙	⊙	⊙	⊙	CUTTING BOULEVARD WEST HARBOUR WAY SOUTH 

- Priority Mode
- ⊙ Allowable Mode
- ×

*Excludes heavy rail

**Refers to trucks weighing 9,000 lbs or more with dual tires on the rear axle

Richmond General Plan: Land Use & Zoning

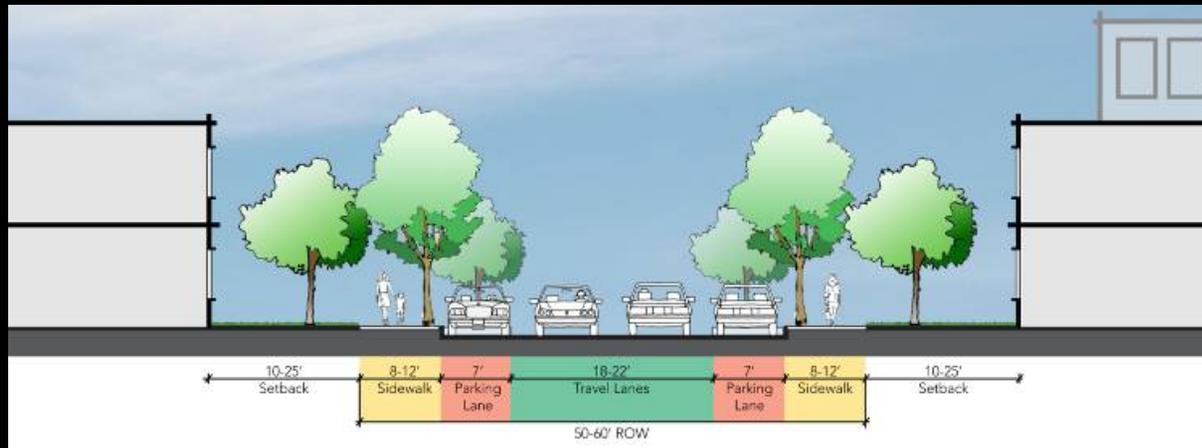
City of Richmond

Land Use Category/Zoning District Matrix

	GENERAL PLAN LAND USE CATEGORIES	ZONING DISTRICTS	
Residential	Hillside Residential	SFR-1 Single-Family Rural Residential (existing)	
	Low Density Residential	SFR-2 Single-Family Very Low Density (existing)	
	Medium Density Residential		SFR-3 Single-Family Low Density (existing)
			MFR-1 Multifamily Residential (existing)
			MFR-2 Multifamily Medium Density (existing)
			MFR-3 Multifamily High Density (existing)
Mixed-Use Corridors & Activity Centers	Neighborhood MU (neighborhood node)	MU-1 Neighborhood Node Mixed-Use (new)	
	Medium Density MU (corridor) – Residential	MU-2 Residential-Emphasis Mixed-Use (new)	
	Medium Intensity MU (corridor) – Commercial	MU-3 Commercial-Emphasis Mixed-Use (new)	
	Medium Intensity MU (community node)	MU-4 Community Node Mixed-Use (new)	
	High Intensity MU (city node)	MU-5 Intensive-Node Mixed-Use (new)	
	Regional Commercial MU	T-1 Transit Overlay (new)	
	Live-Work	MU-6 Regional Mixed-Use (new)	
Business & Industry	Business Mix	MU-7 Live-Work Mixed-Use (new)	
	Marine and Waterfront Commercial		M-1 Industrial/Office Flex (existing)
			M-2 Light Industrial (existing)
			C-C Coastline Commercial (existing)
			M-3 Heavy Industrial (existing)
	Industrial	M-4 Marine Industrial (existing)	
	Port	B-1 Industrial Buffer (new)	
Agriculture	EA Exclusive Agriculture (existing)		
Community & Open Space	Open Space	CRR Community and Regional Recreation (existing)	
	Parks and Recreation	CRR Community and Regional Recreation (existing)	
		RMO Resource Management Overlay (existing)	
		Public, Cultural and Institutional	PC Public and Civic Uses (existing)

Richmond General Plan: Street Typology

- Local Residential Street



- Community Activity Street



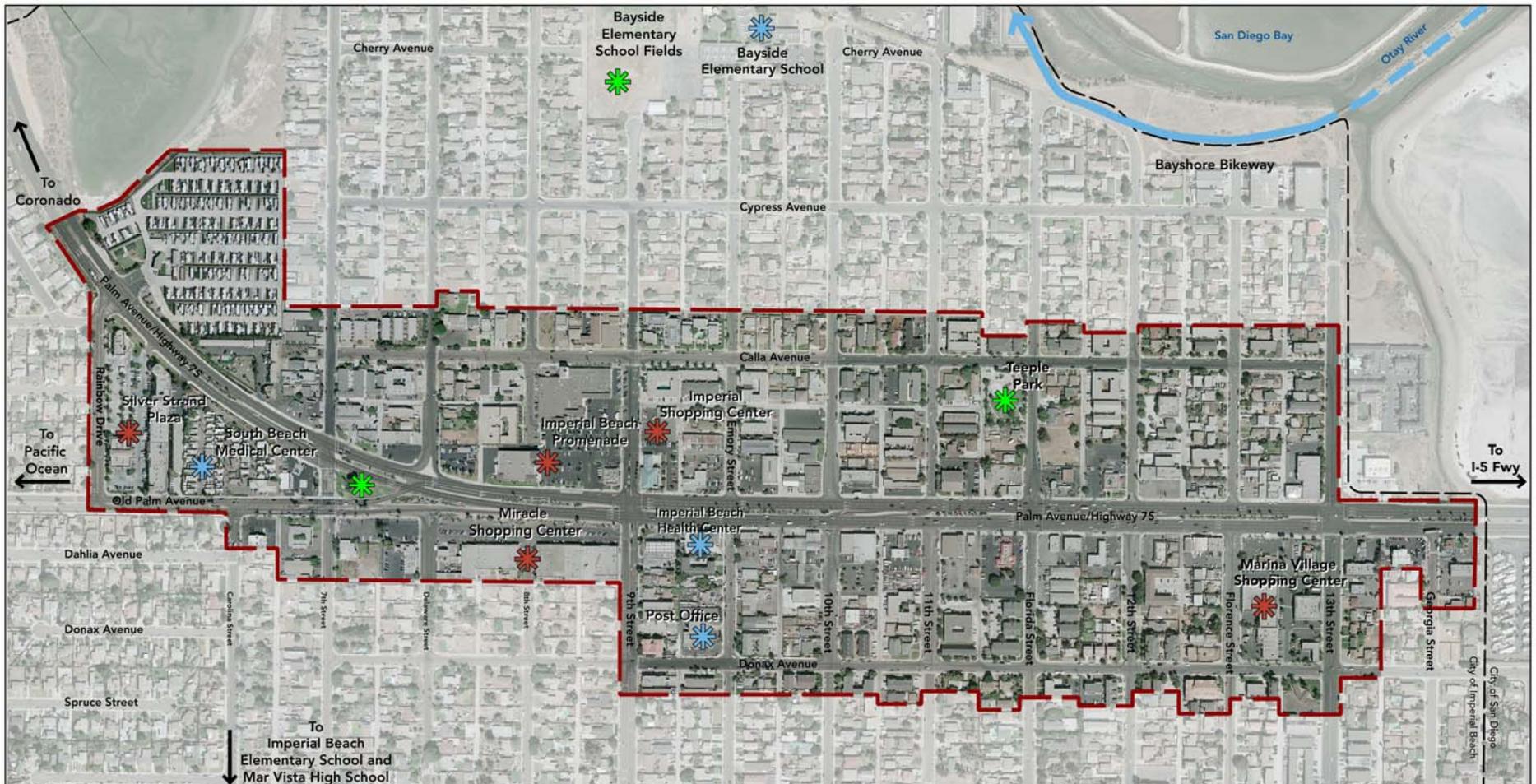
Richmond General Plan: Street Typology



Richmond General Plan: Street Typology



Palm Ave / SR 75, Imperial Beach Project Area

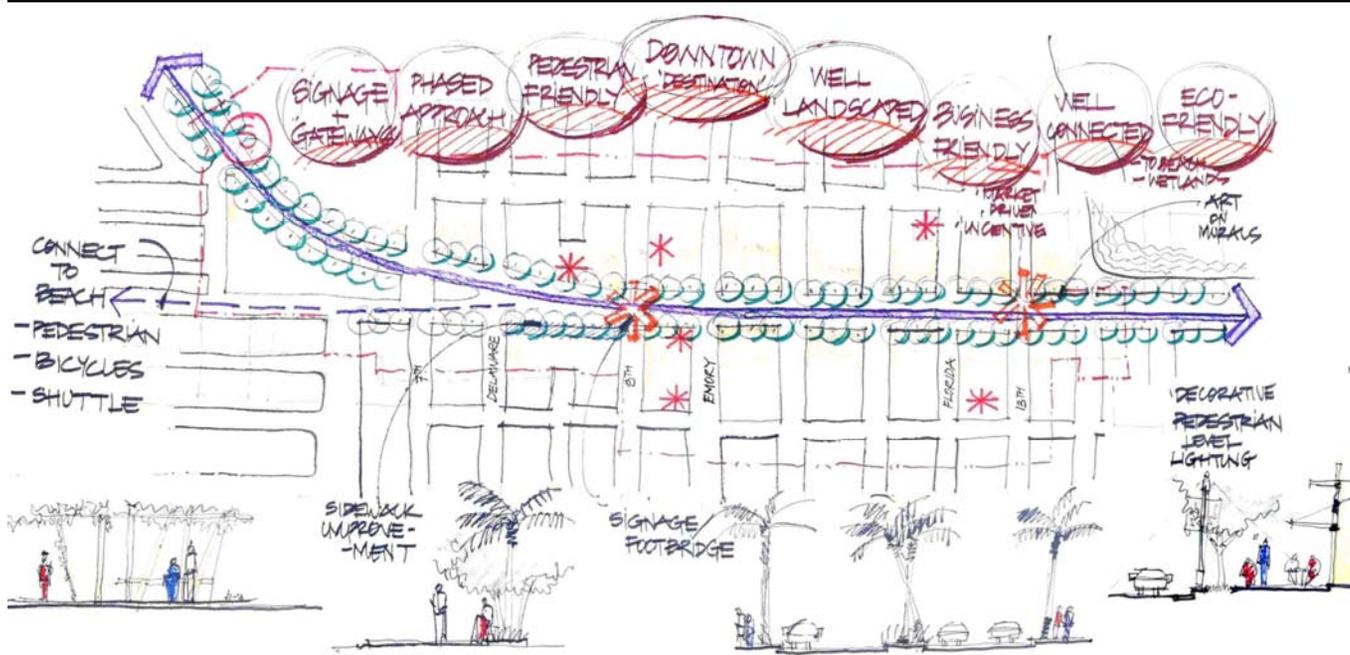


- Project Area Boundary
- City Limits
- Existing Bayshore Bikeway
- Proposed Bayshore Bikeway
- ★ Community Destination
- ★ Retail Destination
- ★ Open Space Destination

GIS Data Provided by City
 0' 100' 200' 400 feet



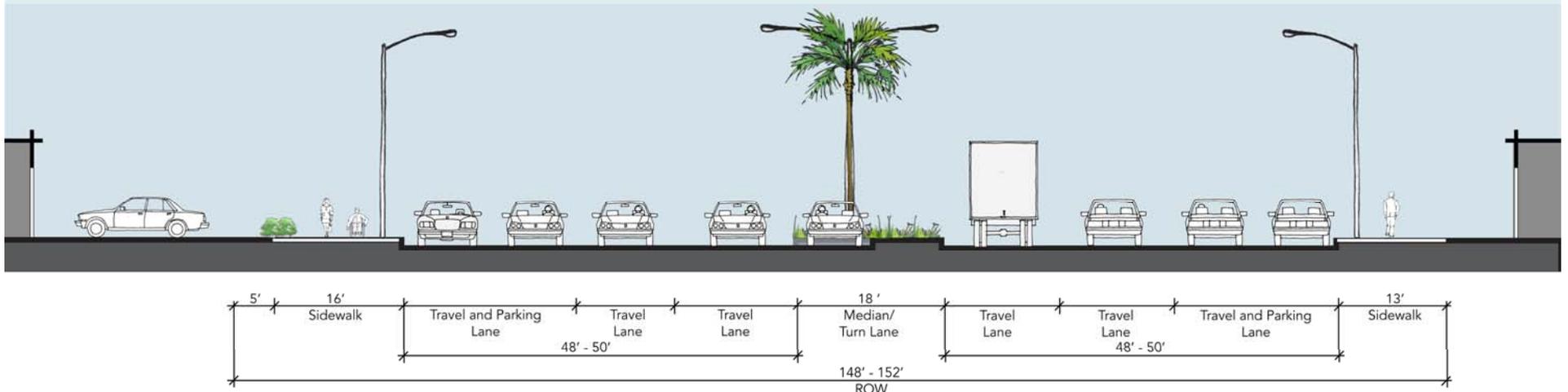
Palm Ave / SR 75, Imperial Beach Planning Process



Palm Ave / SR 75, Imperial Beach

Opportunities: Existing Pedestrian & Bike Circulation

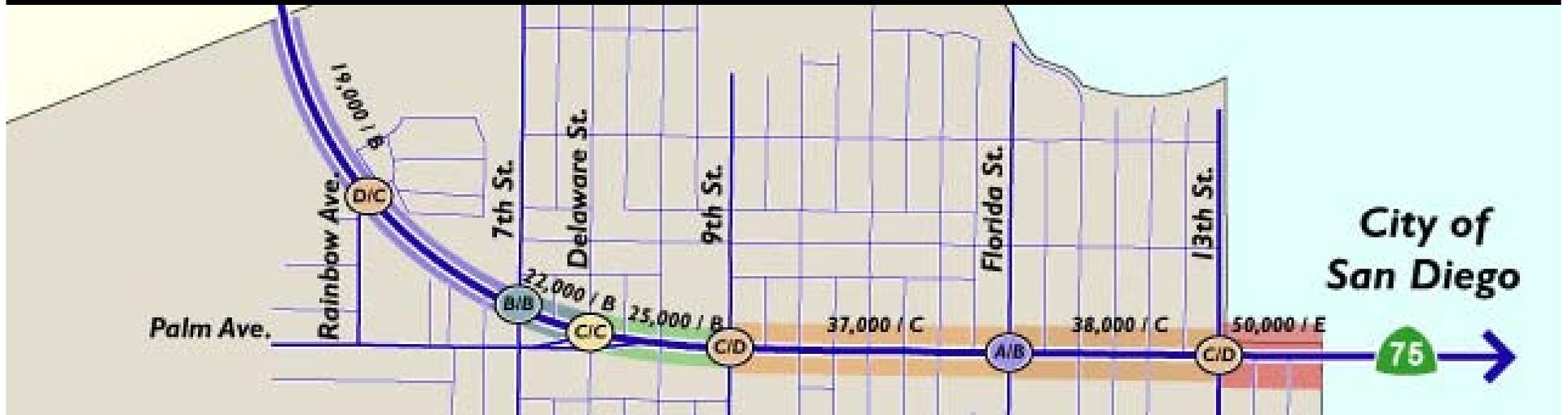
- Safe & Comfortable Pedestrian, Bicycle & Transit Access
- Pedestrian Friendly Public Realm Environments
- Signage & Wayfinding
- Wide ROW - 150' ROW



Palm Ave / SR 75, Imperial Beach

Opportunities: Existing Traffic Conditions

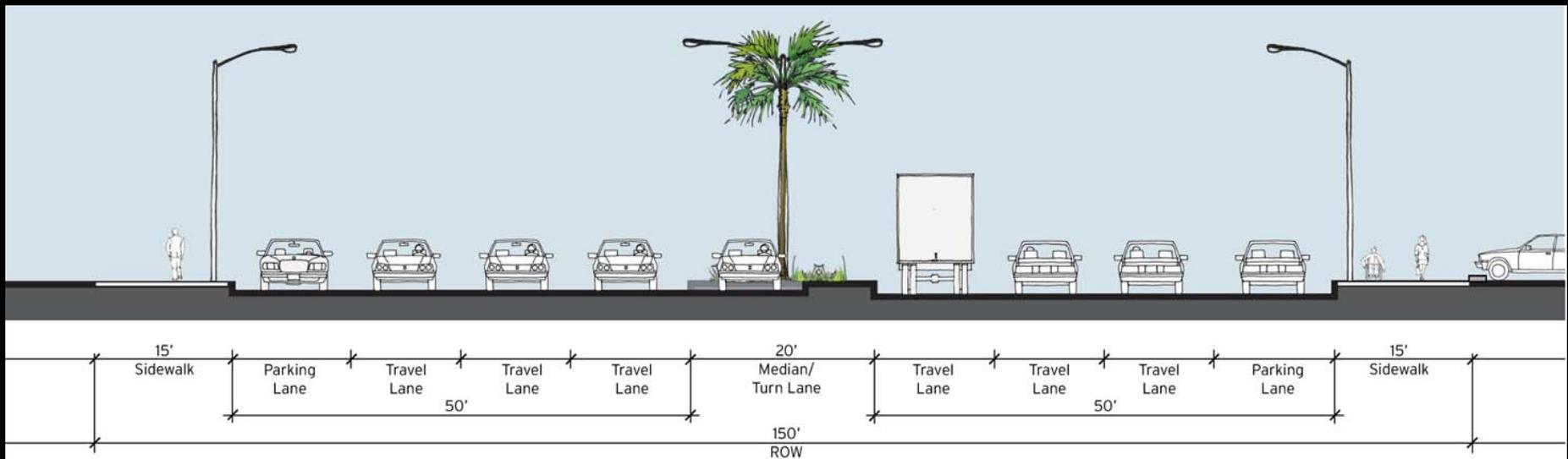
- SEGMENTS
 - Existing roadway underutilized, west of 9th St
 - West of 13th St operate at Level of Service “C” or better
 - Potential for 4-lane from Rainbow St. to Florida St.
 - Eliminating/isolating driveways may help roadway capacity
- INTERSECTIONS
 - Most intersections have minimal “LOS” issues
 - Intersections of SR-75 with 13th & 9th St. currently have acceptable levels of service



Palm Ave / SR 75, Imperial Beach

Opportunities: Public Realm

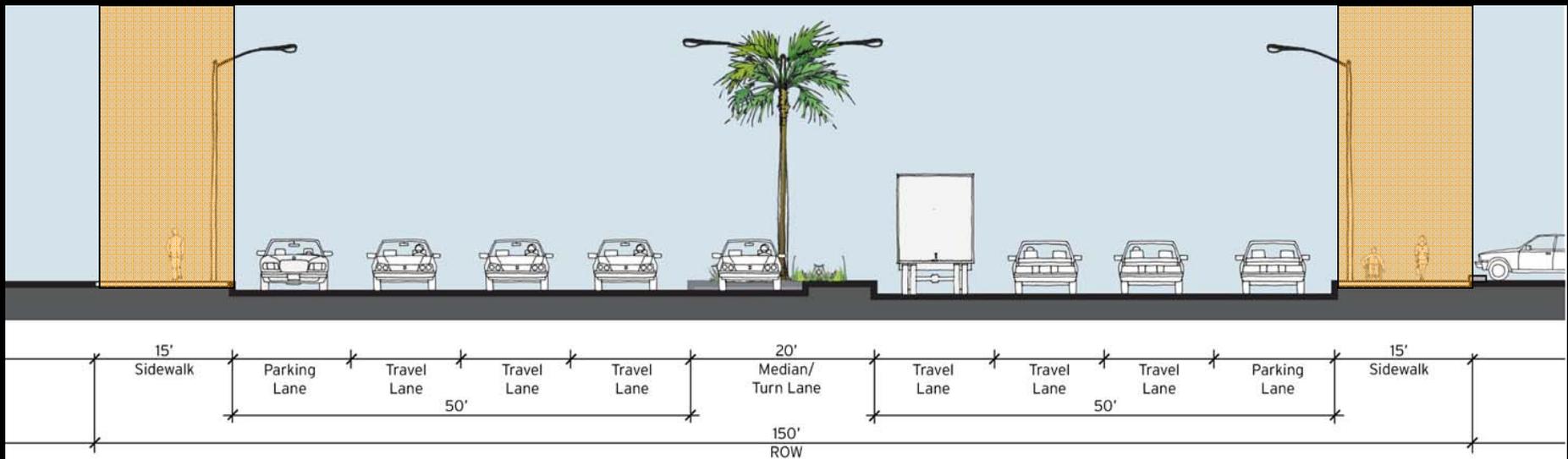
- Reclaim public realm for pedestrian & bike friendly uses
- Provide desirable public private interface



Palm Ave / SR 75, Imperial Beach

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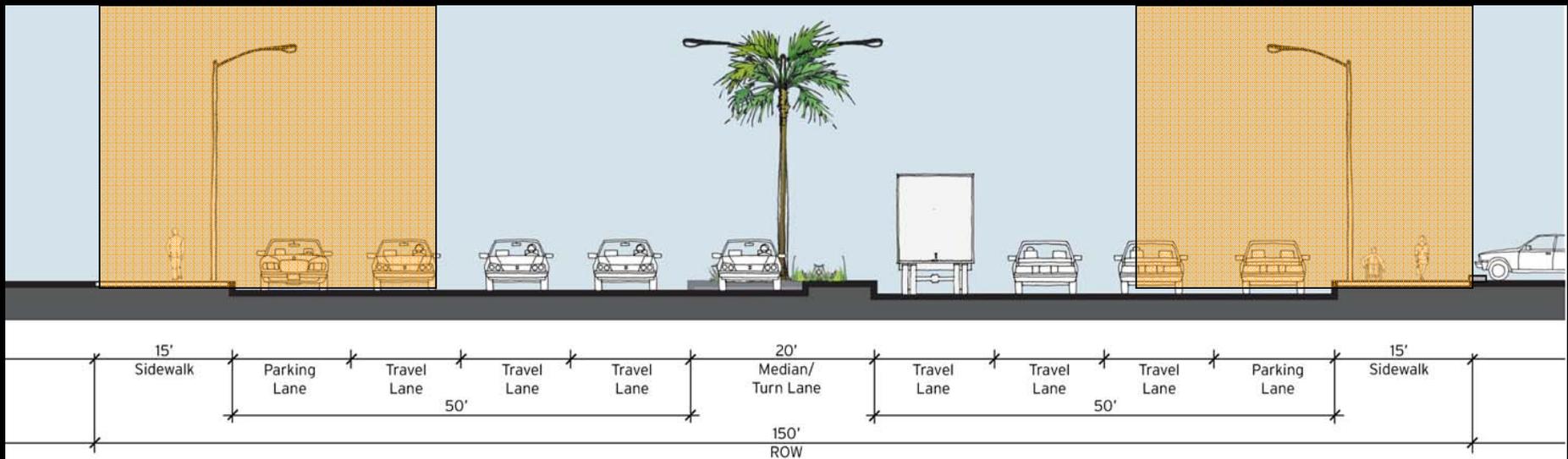
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Palm Ave / SR 75, Imperial Beach

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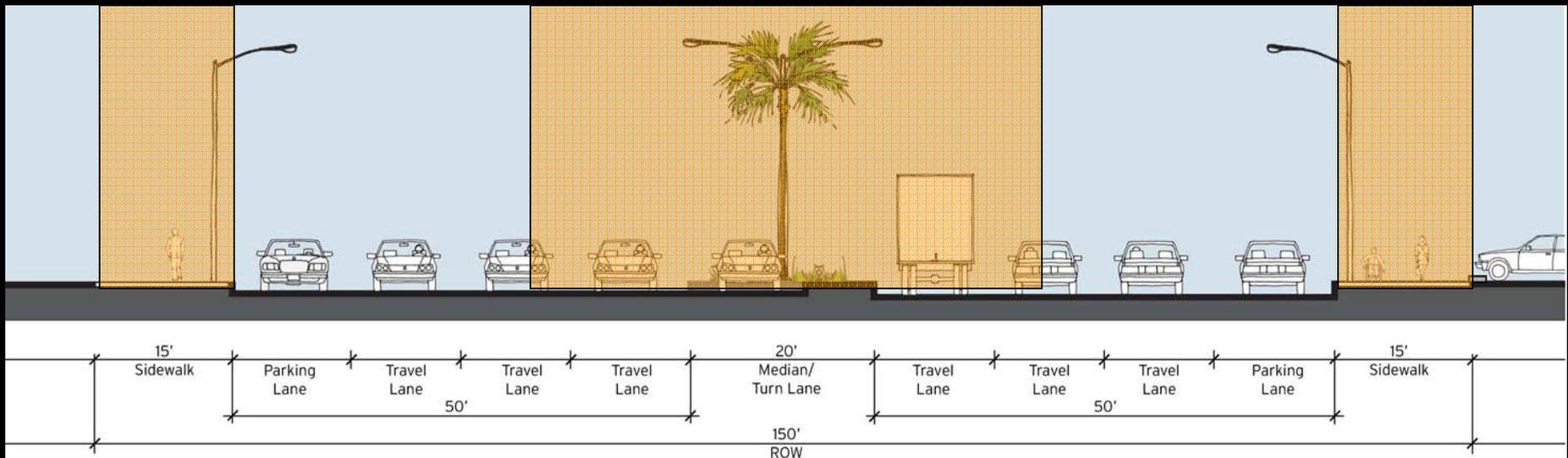
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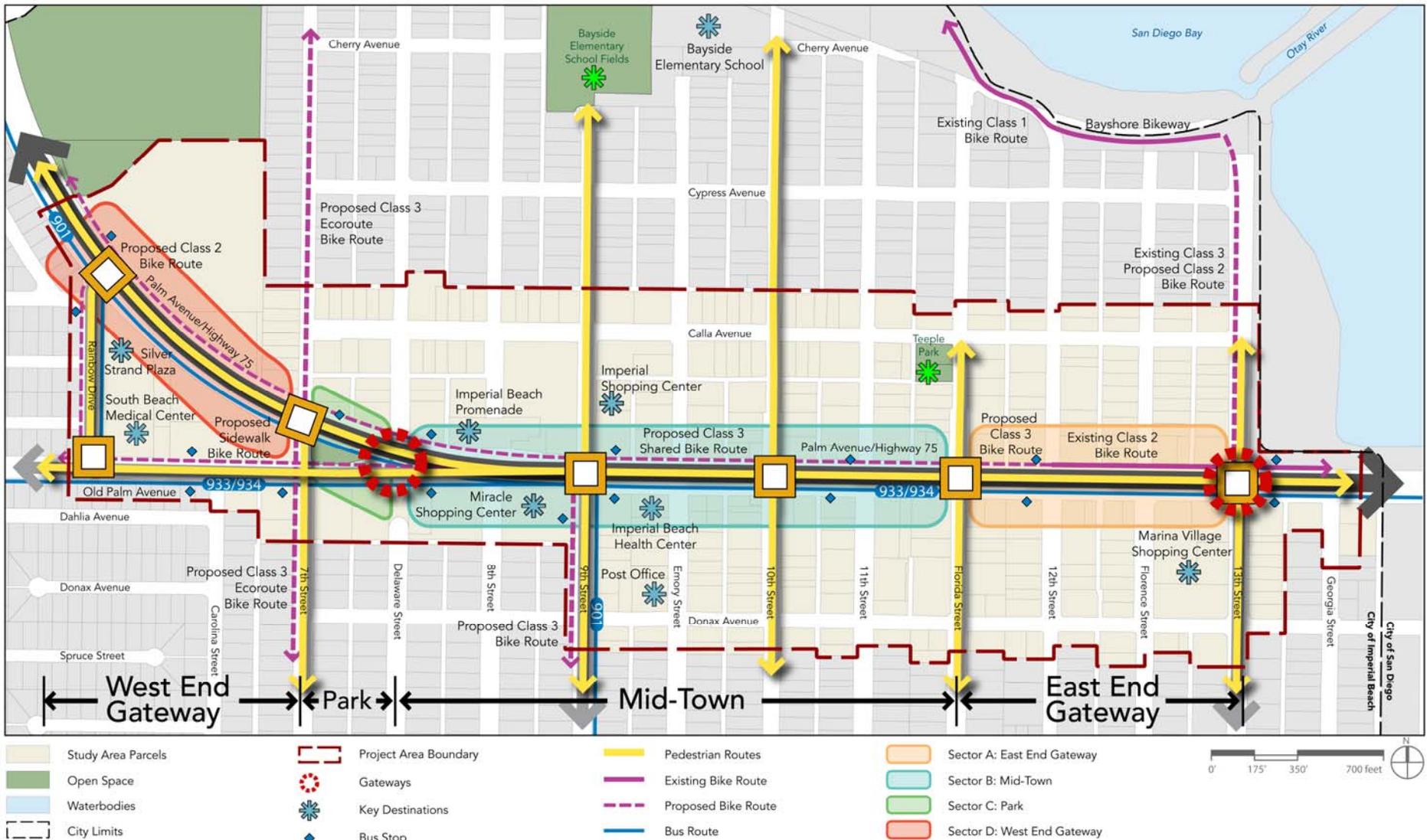
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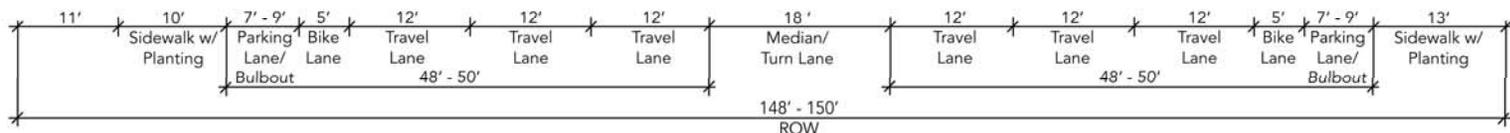
Urban Design Concept



Palm Ave / SR 75, Imperial Beach

East End Gateway Sector Recommendations

- 13th Street to Florida
- Maintain existing 6 lanes of traffic and parking
- Locate bulbouts & bike lanes
- Design iconic gateway element





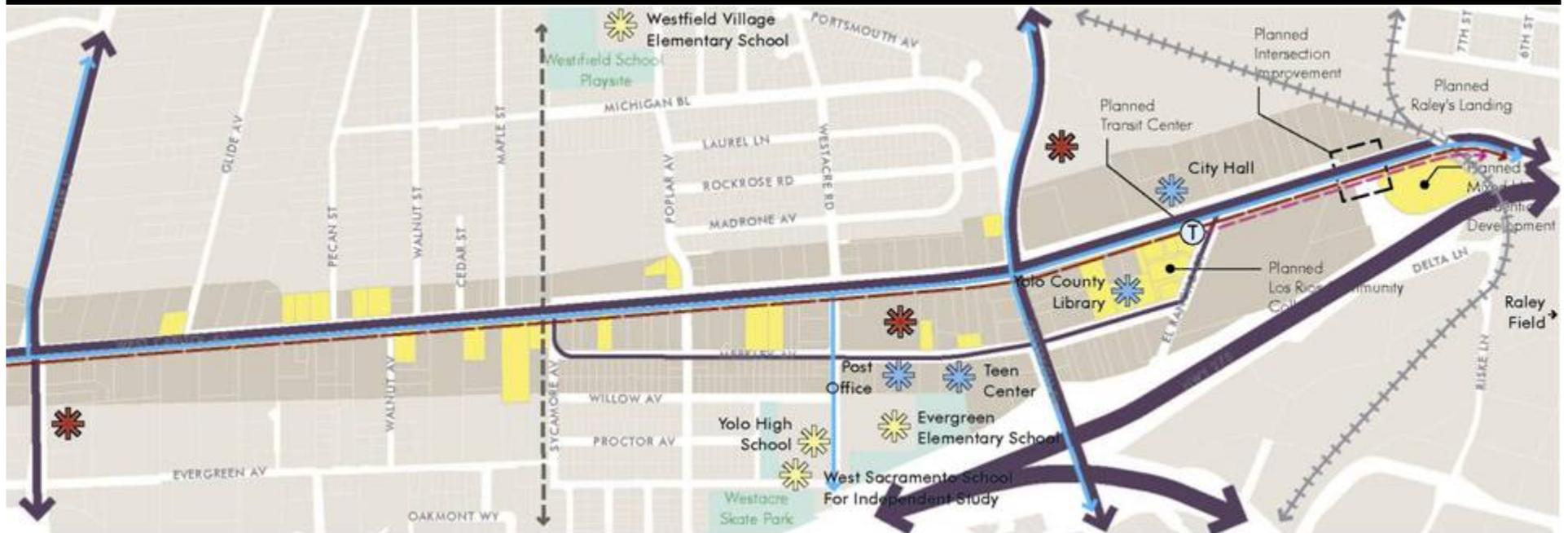




West Capitol Ave, West Sacramento

Project Area

- Primary 1.8 mile east west corridor of the City
- Maintain multi-modal access
- Enhance street presence



West Capitol Ave, West Sacramento Planning Process

Establish
Base
Conditions



Develop
Streetscape
& Urban
Design
Concepts



Draft
Streetscape
Master Plan



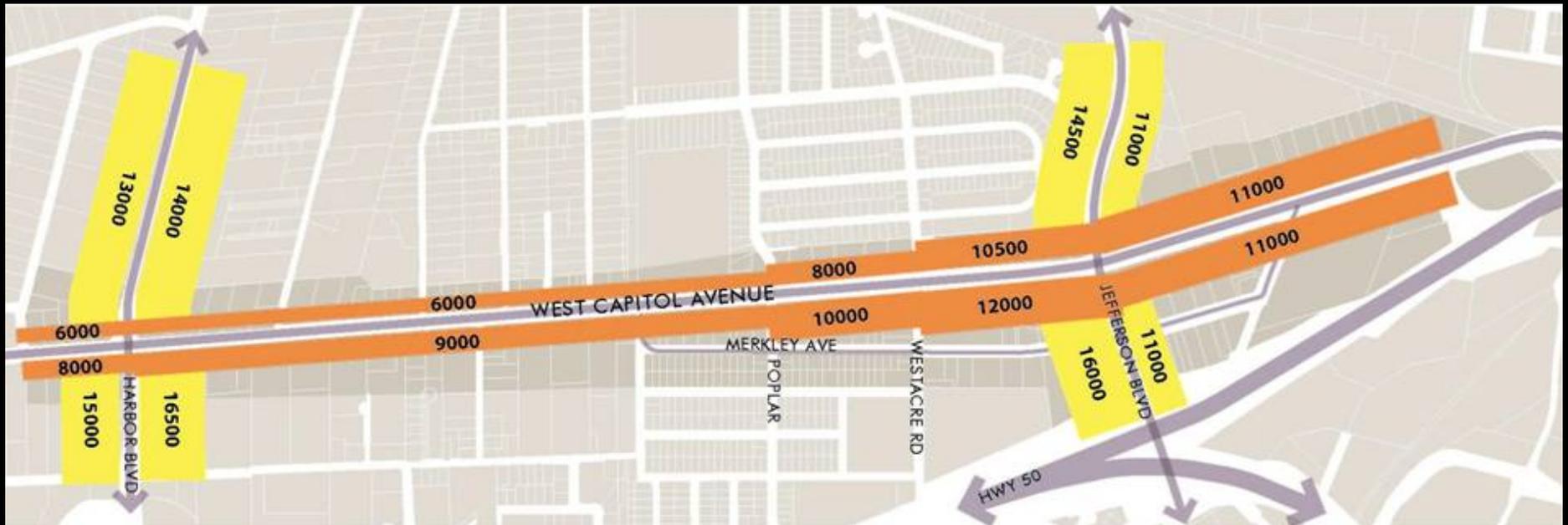
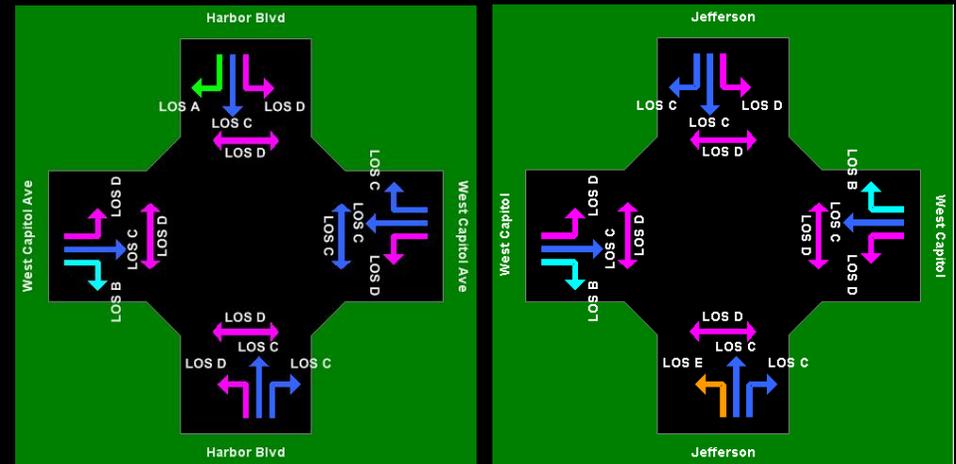
**Plan
Adoption!**



West Capitol Ave, West Sacramento

Circulation Analysis

- LOS at Jefferson & Harbor due to regional traffic
- Potential to reduce travel lanes if 'friction' between through and destination traffic is reduced



West Capitol Ave, West Sacramento

Overall Concept

- **Multi-centric:** Interconnected sectors/neighborhoods, each with distinct character tied together with common streetscape elements.
- **Well Connected:** Pedestrian connectors, mid-block crossings connect to destinations and neighborhoods north and south
- **Unique Identity:** Open spaces, gateway elements, signage, etc contribute to a unique streetscape character









West Capitol Ave, West Sacramento Under Construction....



Partnerships for Complete Streets

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