3 Complete Streets

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CHAPTER 3

complete streets

SECTIONS

3.01 Introduction
3.02 Vision and Overarching Framework
3.03 Project Streetscape Design
3.04 Multimodal Level of Service (MMLOS)
3.05 Design Standards

3.01 INTRODUCTION

The Complete Streets Plan is a critical component of the San Pablo Avenue Specific Plan. It promotes the creation of a truly multimodal street through improvements that enhance placemaking, catalyze economic development and improve livability.

3.01.01 EXISTING CONDITIONS

San Pablo Avenue is a Measure J Route of Regional Significance*, as it is the primary transit spine of the region, travels through all of the West County cities (in many cases, functioning as "Main Street"), and is the primary reliever route to I-80 during periods of heavy freeway congestion. From its southern extent to Cutting Boulevard, the Avenue is part of State Route (SR) 123 and is operated and maintained by the California Department of Transportation (Caltrans).

The well-used Ohlone Greenway runs along the eastern edge of the corridor under the raised BART tracks. This multimodal, Class I pedestrian and bicycle path connects the BART stations to the existing and planned network of pedestrian and bicycle facilities within El Cerrito, Richmond, Albany and Berkeley. The Greenway serves as a valued linear open space that allows for a variety of recreational uses.

Recent City projects completed on the Ohlone Greenway, San Pablo Avenue, Fairmount Avenue, Central Avenue and Moeser Lane have improved pedestrian and bicycle connectivity and the overall built environment within El Cerrito. This Plan describes how future projects can

*As per Measure J passed in 2004 by Contra Costa voters, Regional Transportation Planning Committee considers San Pablo Avenue as a Route of Regional Significance as it is the most important roadway providing regional mobility and connecting multiple jurisdictions.

build on these past improvements by enhancing and adding multimodal facilities, such as bike lanes, bus stops and wider pedestrian right-of-ways to catalyze a shift away from the private automobile travel to more sustainable and active forms of transportation.

Well served by transit, the Plan Area includes two Bay Area Rapid Transit (BART) stations – El Cerrito Plaza and El Cerrito del Norte – and numerous bus lines, primarily operated by AC Transit, including the 72R Rapid Bus and transbay bus service. AC Transit service on San Pablo Ave represents more than an $11.4 million annual investment. Lines 72, 72M, and 72R combine to provide nine trips each hour, or a bus approximately every 6.5 minutes. Each weekday, AC Transit facilitates more than 14,300 trips in and through El Cerrito. Both BART stations are well-served by bus transit connections, with the del Norte BART station acting as a regional transit hub for 10 local AC Transit, Golden Gate Transit, Fairfield and Suisun Transit (FAST), Napa County VINE Transit, SolTrans (Solano County), and Western Contra Costa Transit Authority (WestCAT) bus routes providing service to Richmond, Berkeley, Oakland, San Francisco, throughout Contra Costa County, and to other regional transit hubs in Marin and Solano Counties.

The availability and accessibility of alternative modes of transportation along the San Pablo Avenue Corridor goes beyond Bus and BART lines. AC Transit provides supplemental trips to El Cerrito schools, and AC Transit and BART collaboratively offer the East Bay Paratransit service throughout the area. This service provides rides to people who have a disability or a health condition that prevents them from using buses or BART trains. All AC transit busses are equipped to hold two bikes on their front racks, while Transbay busses can accommodate four full-sized bicycles. Folded and collapsed bikes can be brought on board. All AC Transit bus stops in El Cerrito have bicycle racks. These accommodations help riders to incorporate bicycling into everyday and occasional travel. All AC Transit busses are also equipped to accommodate riders with disabilities and seniors through mobility aid access and securement,

passenger lifts and kneeling busses, preferential seating for those who need a seat near the front of the bus, and audio/visual cues providing information about the next stop.

3.01.02 MULTI-MODAL SERVICE

The development of this Complete Streets Plan allowed the City to develop a new multimodal level of service (MMLOS) standard reflective of the City's goals of increased transit access and walkability, greenhouse gas emission reductions and economic feasibility for developers. The MMLOS evaluates infrastructure improvements beyond increasing convenience for automobiles to provide balanced service for people using all modes of travel and a means of tracking success in achieving the City's goals.

3.01.03 RELATED PLANS

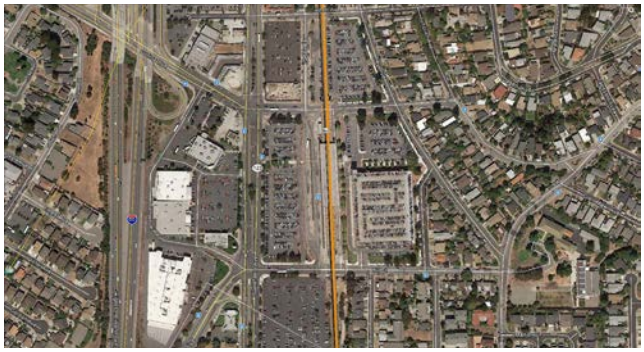
This Plan builds off the Form-Based Code and integrates the goals and strategies outlined in concurrent and adopted projects such as the El Cerrito Strategic Plan (2013), El Cerrito Climate Action Plan (2013), El Cerrito Active Transportation Plan Update (in development 2014), El Cerrito Urban Greening Plan (in development 2014), and the Richmond Livable Corridors Form Based Code Plan (in development 2014). It captures the positive momentum of national, State and regional efforts to improve local streets and state highways to accommodate all modes of travel. Key laws, directives and manuals used to inform this plan include: AB1358, the Complete Street Act (2008); Caltrans Director's Policy 22-Context Sensitive Solutions; Los Angles County Model Design Manual for Living Streets; and best practises and publications from nationally recognized organizations such as ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010); re:Streets best practices and case studies; and NACTO's Urban Bikeway Design Guide. This Plan helps achieve the goals of Measure J's Transportation for Livable Communities program.

PEDESTRIAN CONDITIONS

CS Figure 01. Desirable San Pablo Avenue Commercial streetscape improvements in front of El Cerrito Theater

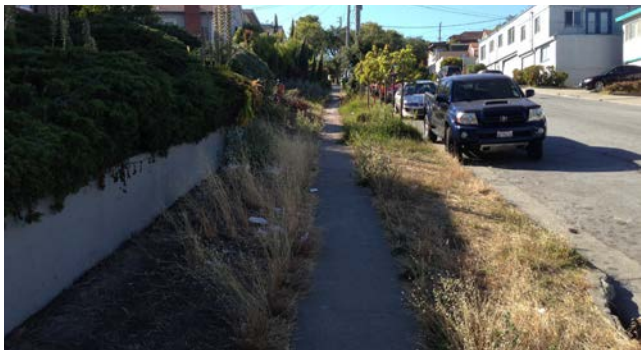
CS Figure 02. Wide, barren sidewalks are unattractive for walking. Street trees improve the environment

CS Figure 03. The Ohlone Greenway serves bicyclists and pedestrians



CS Figure 04. Where blocks are long, pedestrians may cross streets at dangerous locations

CS Figure 05. Many Neighborhood Streets provide pleasant walking environments



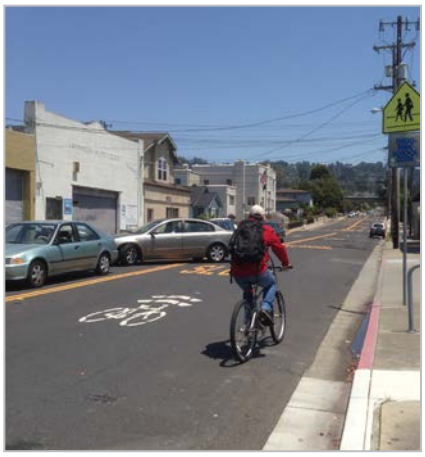
CS Figure 06. Narrow, unmaintained sidewalks discourage walking and prohibit disabled access

CS Figure 07. The City is strongly committed to accommodating pedestrians of all abilities

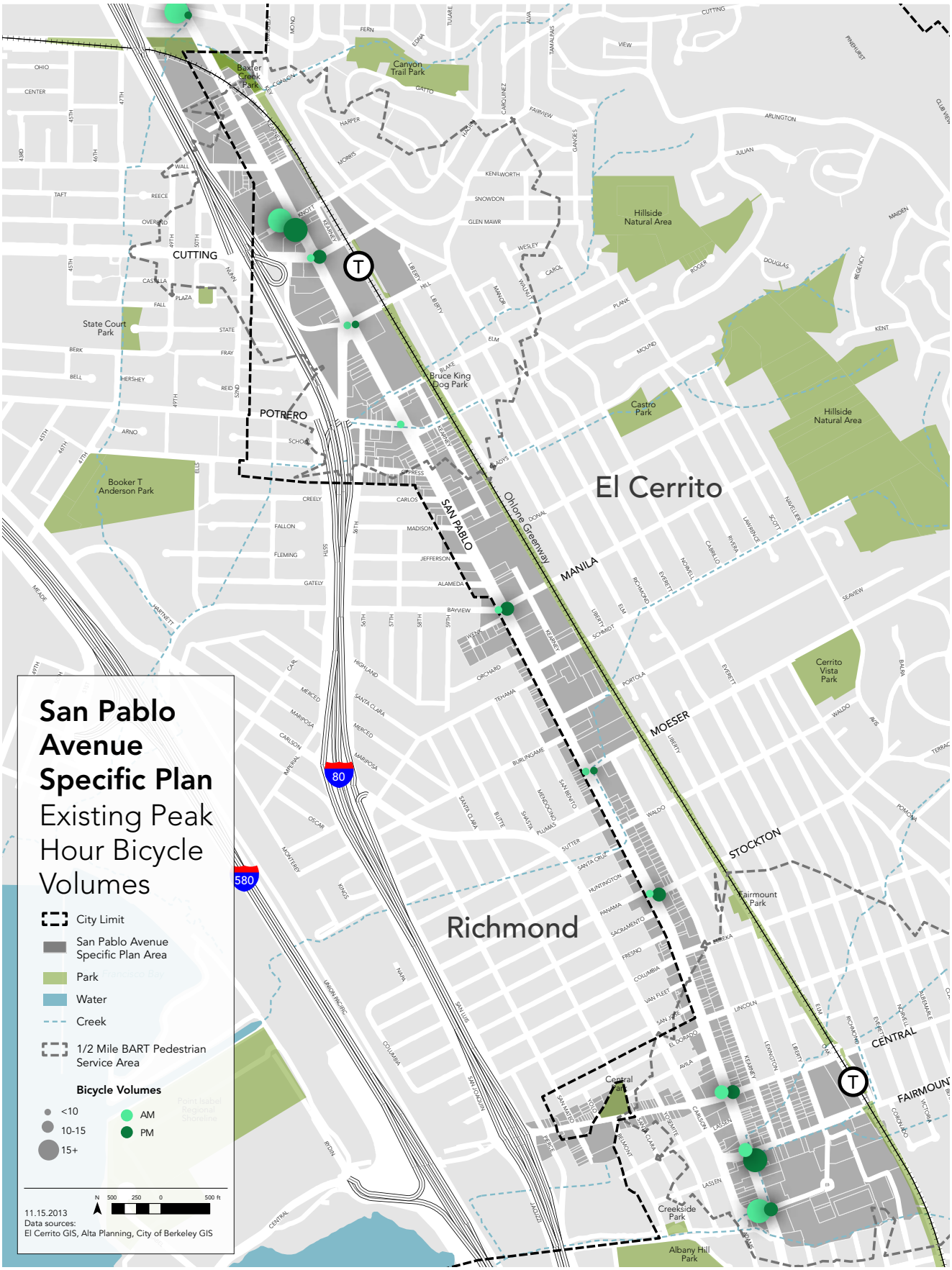
CS Figure 08. Sidewalks will be required to accommodate all users under this Plan.

CS Figure 09. Existing Pedestrian Volumes Map

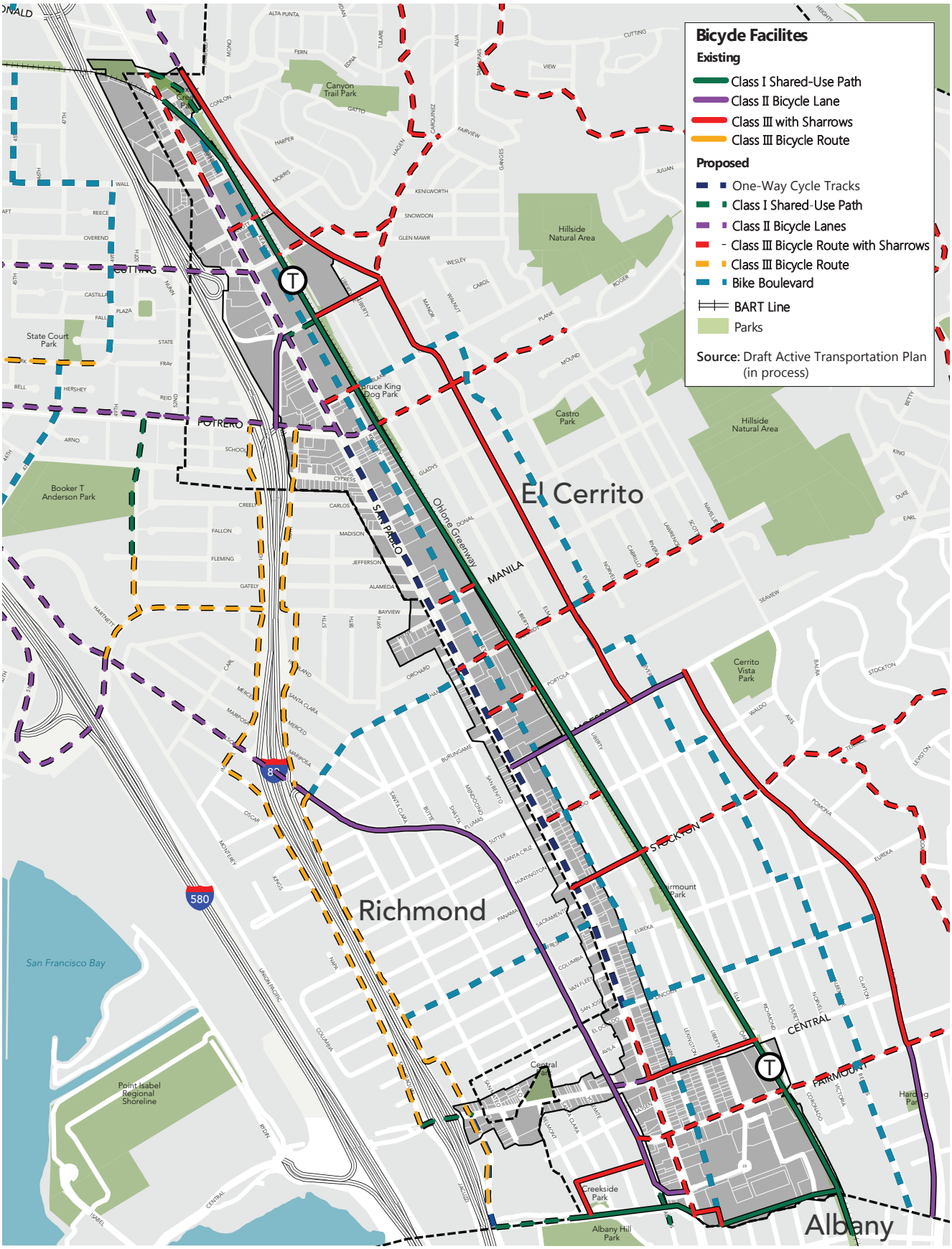
BICYCLE CONDITIONS



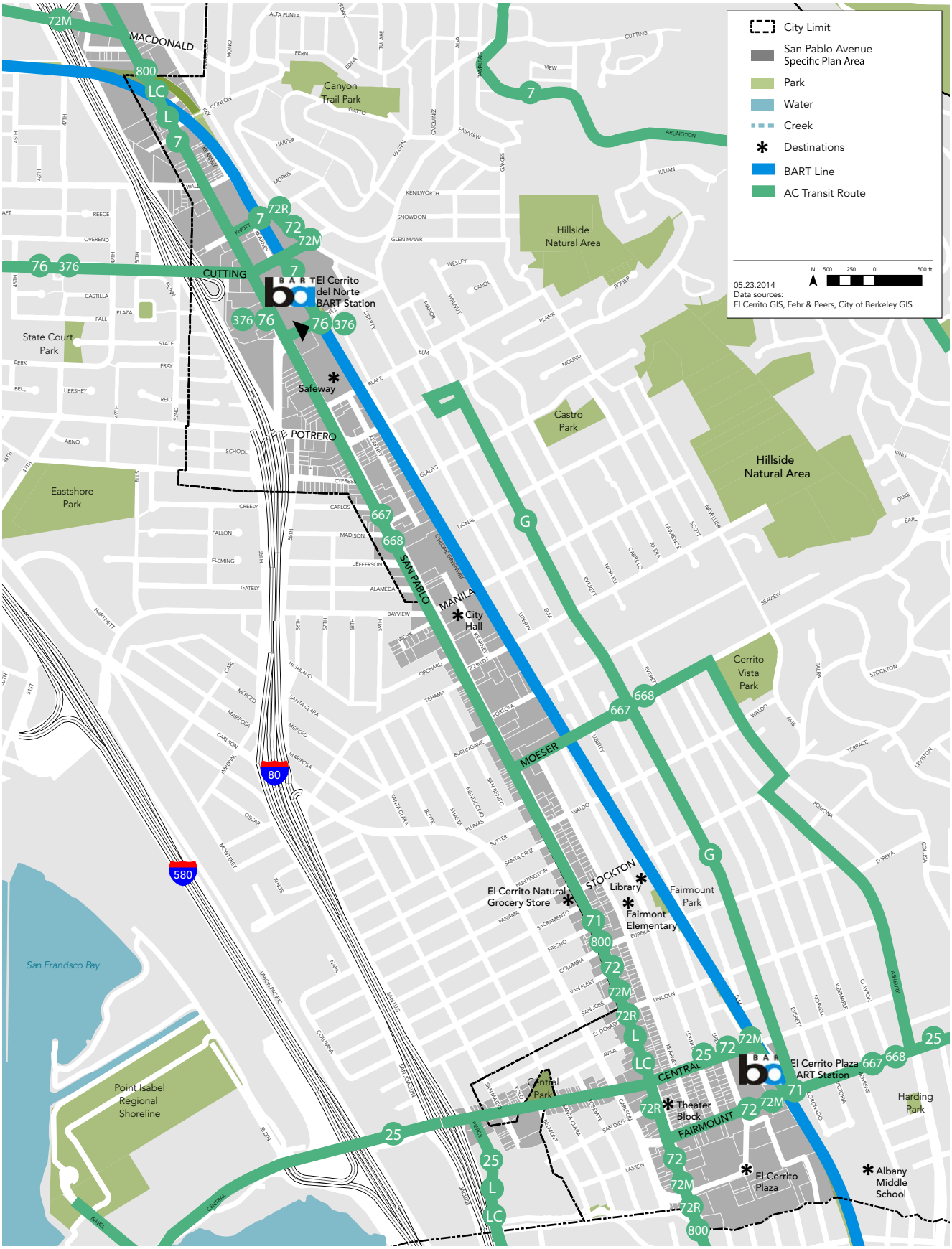
CS Figure 10. There is a high demand for bicycle facilities in the San Pablo Avenue corridor. In cases where bicyclists feel unsafe they often ride on sidewalks, presenting a hazard for pedestrians and potential conflicts with automobile drivers not looking for bicycles while crossing sidewalks. Bicycle facilities on San Pablo Avenue have been identified as a priority in multiple plans, including MTC's Transportation 2035 Plan, the 2009 Contra Costa Countywide Bicycle and Pededstrian Plan, the El Cerrito Circulation Plan for Bicyclists and Pedestrians (1997) and the forthcoming El Cerrito Active Transportation Plan.



CS Figure 11. Existing Bicycle Volumes Map



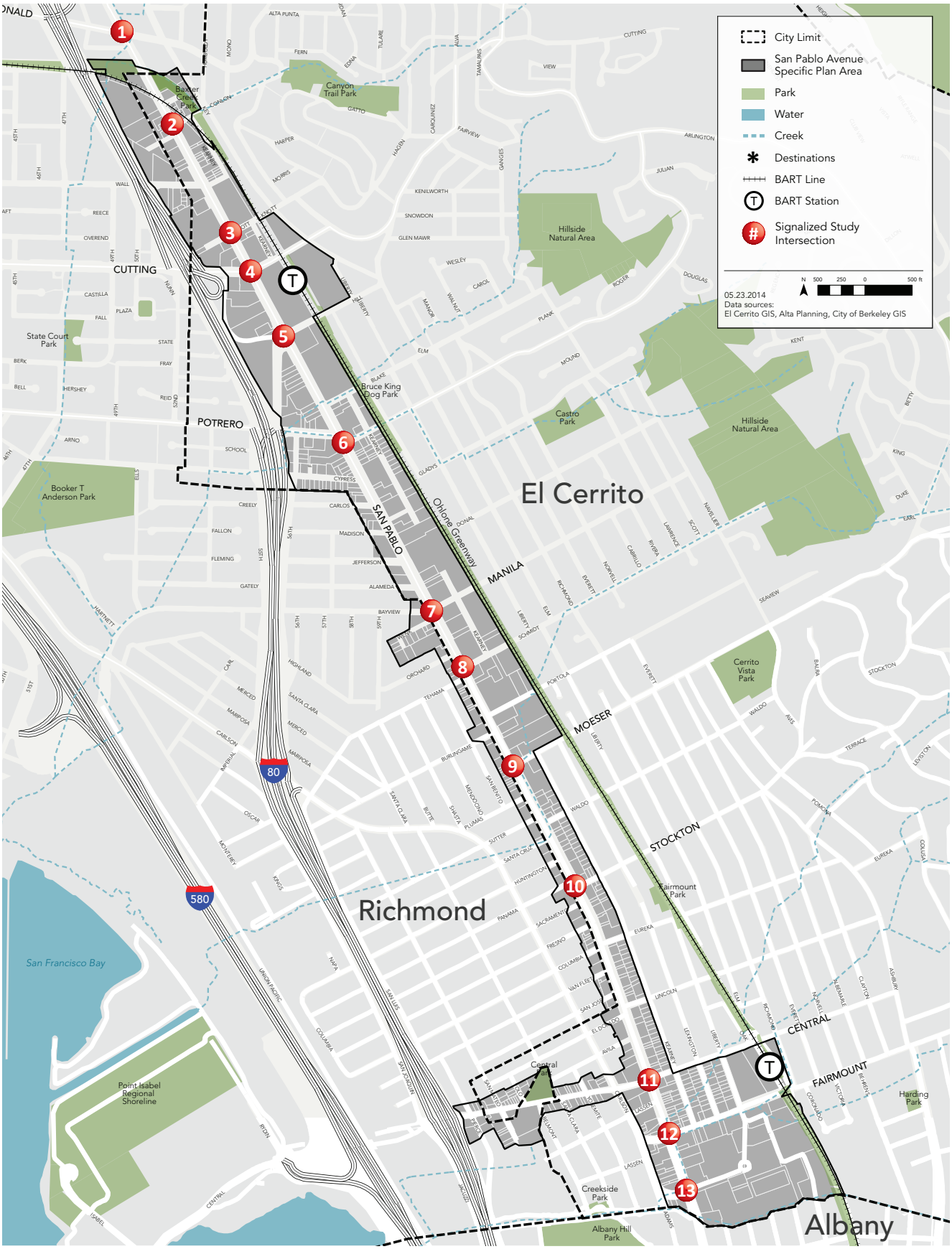
CS Figure 12. Existing and Proposed Bicycle Facilities Map



CS Figure 13. Existing Transit Routes Map

AUTOMOBILE CONDITIONS

CS Figure 14. San Pablo Avenue and surrounding streets accommodate automobiles as well as other users. Clearly marked streets with adequate space for all modes of transportation and attractive landscaping provide safety for all and a sense of place. Pedestrians and bicyclists may choose unsafe behavior relative to automobiles if they don't feel accommodated by the street design.



CS Figure 15. Existing Signalized Study Intersections Map

OHLONE GREENWAY CONDITIONS

CS Figure 16. The Ohlone Greenway is a major open space and transportation resource in El Cerrito. It accommodates bicyclists and pedestrians travelling the linear corridor, and serves as a gathering space, open space and ecological corridor.

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3.01.04 HOW TO USE THIS PLAN

This Complete Streets Plan provides direction for the redesign and development of the street right-of-way (ROW) in the Plan Area. It describes a range of streetscape improvements to help transform the area into a thriving walkable, bikable and transit-friendly corridor. This Complete Streets Plan regulates the space between the face of sidewalk curbs, namely travelled way (travel lanes, turn lanes, intersections, etc), bicycle facilities (bicycle lanes, cycle tracks, etc), crosswalks and medians, while also providing guidance for the pedestrian ROW (amenity zone, pedestrian zone and activity zone) located behind the face of the sidewalk curb. The overall streetscape improvements will be achieved through coordinated implementation by the City, private developers, regional transit agencies and the California Department of Transportation (Caltrans). The Street Types Plan of the Form Based Code (FBC) regulates the width and character of the pedestrian realm. In order to maintain consistency along the complete ROW, some information in the FBC is repeated in this Complete Streets Plan.

This Plan is comprised of the following four main sections.

3.02 Vision and Overarching Framework

This section outlines the guiding principles for the development of the streetscape concepts and standards.

3.03 Streetscape Design

This section describes and illustrates the concepts and overarching streetscape improvements for each of the Plan Area Street Types. Detailed design of these projects will be completed as part of separate private and public development efforts.

3.04 Multimodal Level of Service (MMLOS)

This section summarizes the findings of the multimodal level of service (MMLOS) evaluation for proposed streetscape improvements along San Pablo Avenue. The MMLOS evaluation results and methodology are further described in Appendix 4: Transportation Analysis.

3.05 Design Standards & Guidelines

The design standards and guidelines detail specific requirements to ensure that implementation aligns with the intent of this Complete Streets Plan.

Appendices

3.02 VISION AND OVERARCHING FRAMEWORK

The Complete Streets Plan aims to develop a consistent set of objectives, policies and implementation measures to provide a well-connected, safe and convenient multimodal transportation network for users of all ages and abilities and support the goals of this Specific Plan.

3.02.01 COMPLETE STREETS GOALS

The design concepts and standards were developed to achieve the following goals:

CS.1 Shift Mode towards pedestrians, bicyclists and transit users through travelled way and intersection designs and standards that prioritize pedestrians, transit users, cyclists, and then automobiles.

CS.2 Utilize Complete Street Performance Measures (MMLOS) to ensure that streetscape improvements and building designs meet the goals outlined here, including prioritizing pedestrian and transit access.

CS.3 Improve connectivity along the travelled way for transit, cyclists, and automobiles as well as across the travelled way for pedestrians.

CS.4 Build on recent investments made by streetscape and building projects by maintaining existing trees in the medians and sidewalks, curb edges and stormwater flow lines in the short term.

CS.5 Optimize upcoming investments by encouraging sidewalk widening in concert with new project enhancements, increased transit efficiency, bike facility installations and/or enhanced landscaping that improves the overall streetscape environment.

CS.6 Enhance and catalyze economic development by enhancing existing parking where possible, and allowing sidewalks to be repurposed for commercial uses such as outdoor dining.

CS.7 Design a balanced and comfortable streetscape environment to attract activity and be enjoyed by all users.

CS.8 Welcome and accommodate users with a range of needs and abilities by ensuring universal access design in different streetscape concepts and design standards and guidelines.

CS.9 Work with key partners, such as AC Transit, Caltrans, WCCTAC and BART, to assure feasibility and coordinate with WCCTAC Action Plan

CS.10 Comply with state and regional Complete Streets policies of agencies such as Caltrans, MTC, and WCCTAC.

3.02.02 PROJECT PROCESS

The streetscape design and standards outlined in this Complete Streets Plan are based on detailed existing conditions analysis, community input and direction received from City Council and Planning Commission study sessions.

In addition, the streetscape design concepts and standards were developed in consultation with, and reviewed by, a Technical Advisory Group (TAG) comprised of representatives from the City of El Cerrito, the City of Richmond, the City of Albany, AC Transit, Caltrans, BART, Contra Costa Health Services, and Bike East Bay (formerly the East Bay Bicycle Coalition).

3.02.03 MEASURES OF SUCCESS

The Complete Streets Plan has been developed to be implementation-focused and results-driven. The following three performance measures will be used to evaluate project effectiveness and consistency:

1. **MMLOS Metrics for Land Use and Roadway Project Evaluation**
   Use the physical and operational multimodal metrics, developed as part of this Specific Plan effort, on each future development project or roadway improvement project to assess whether the multimodal standards and priorities set forth in the Specific Plan have been met.

2. **Coordination with Climate Action Plan Goals to Target Mode Shift**
   Regularly measure the travel mode share Citywide to determine if the cumulative efforts, over time, are producing the desired mode shift towards more bus, bicycle and pedestrian trips and less auto use, as outlined in the City's Climate Action Plan (2013).

3. **Achieving Mode Shift Goals through TDM Strategies**
   Monitor the provision of, and participation in, transportation demand management (TDM) programs that are provided or facilitated by the City and private developers.

3.03 PROJECT STREETSCAPE DESIGN

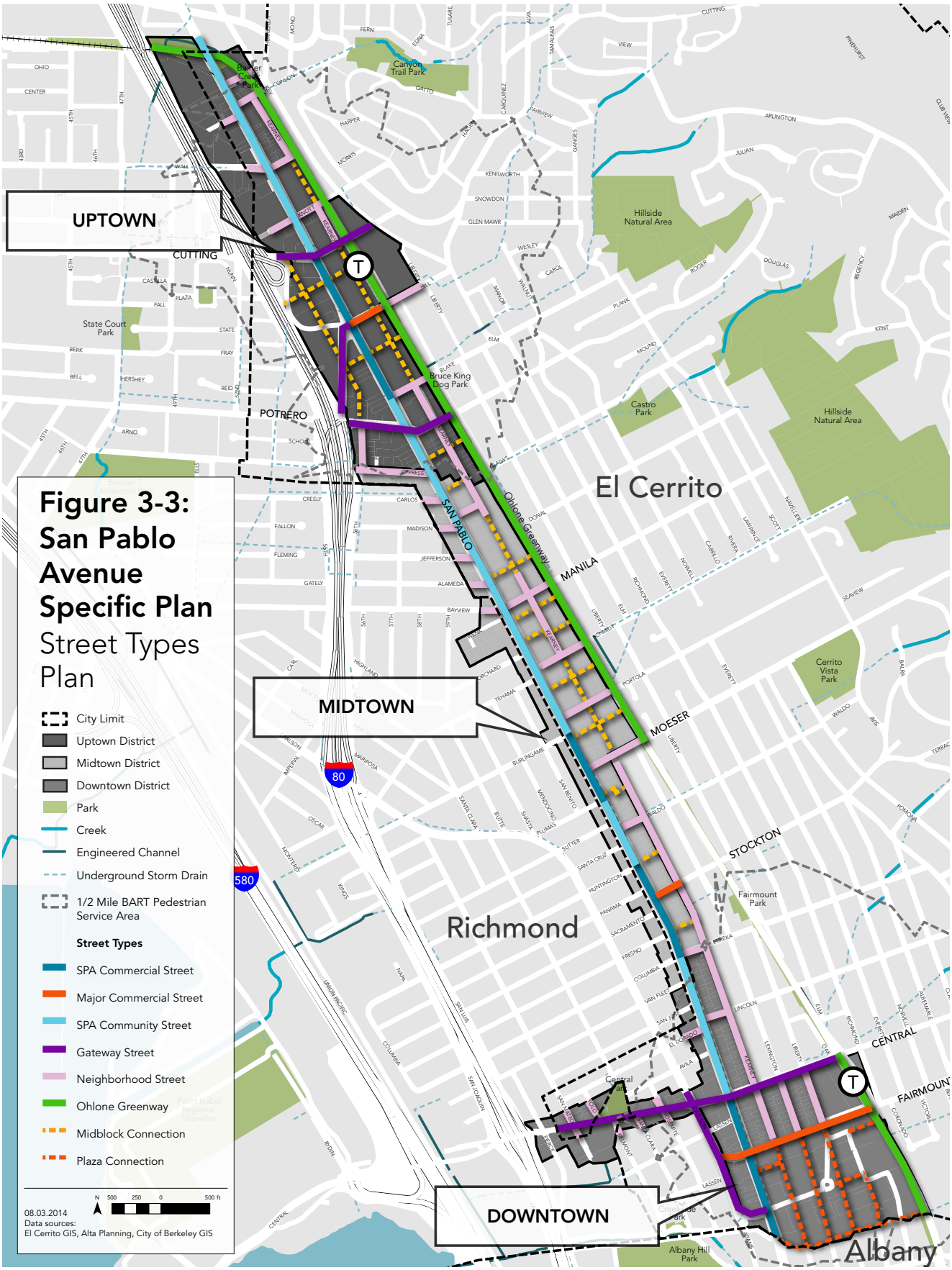
In keeping with the Regulating Plan of the Form-Based Code, streetscape design improvements for each of the street types have been developed to support the unique existing conditions while supporting a stronger sense of place along the Avenue. These improvements aim to create a safe and comfortable environment that balances the needs of all users to encourage mode shift, and increase placemaking, walkability and economic activity. The Street Types create a design hierarchy intended to address the different streetscape and built environments, while also improving connectivity and cross-connections across the street and sidewalk network.

Note: The streetscape diagrams and views on the following pages represent prototypical areas and may not be reflective of the ROW dimensions on each block. These dimensions are provided in Appendix 3: San Pablo Avenue Alternatives and Dimensions.

3.03.01 STREET TYPES

The Street Types defined in this section correspond with the Street Types outlined in the FBC Regulating Plan. While the streetscape designs generally maintain the curb edge along the travelled way, the design standards recommend widening sidewalks, often on the interior, where needed to provide sufficient facilities. All sidewalks should accommodate the Amenity Zone, Pedestrian Zone, and Activity Zone minimum dimensions outlined in the FBC and illustrated in *CS Figure 17. Sidewalk Zones* below.

CS Figure 17. Sidewalk Zones

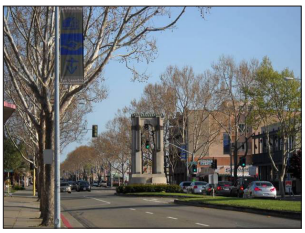


CS Figure 18. Street Types Map

CS TABLE 01. STREET TYPES

San Pablo Avenue Commercial Street and Major Commercial Street: To catalyze mode shift, commercial streets should be designed to activate the streetscape, creating destinations serviced by pedestrian, bicycle and transit facilities, parking and automobile circulation supportive of economic development.

San Pablo Avenue Community Street: To continue to develop a sense of place, San Pablo Avenue should be designed to increase mobility through the construction of additional bicycle and pedestrian facilities that encourage place-making and close important connectivity gaps.



Gateway Street: To announce that El Cerrito is an environmental and ecological destination, streets should be designed with a distinct building form, streetscape elements and improved connectivity to create a Complete Street that accommodates and celebrates all users.

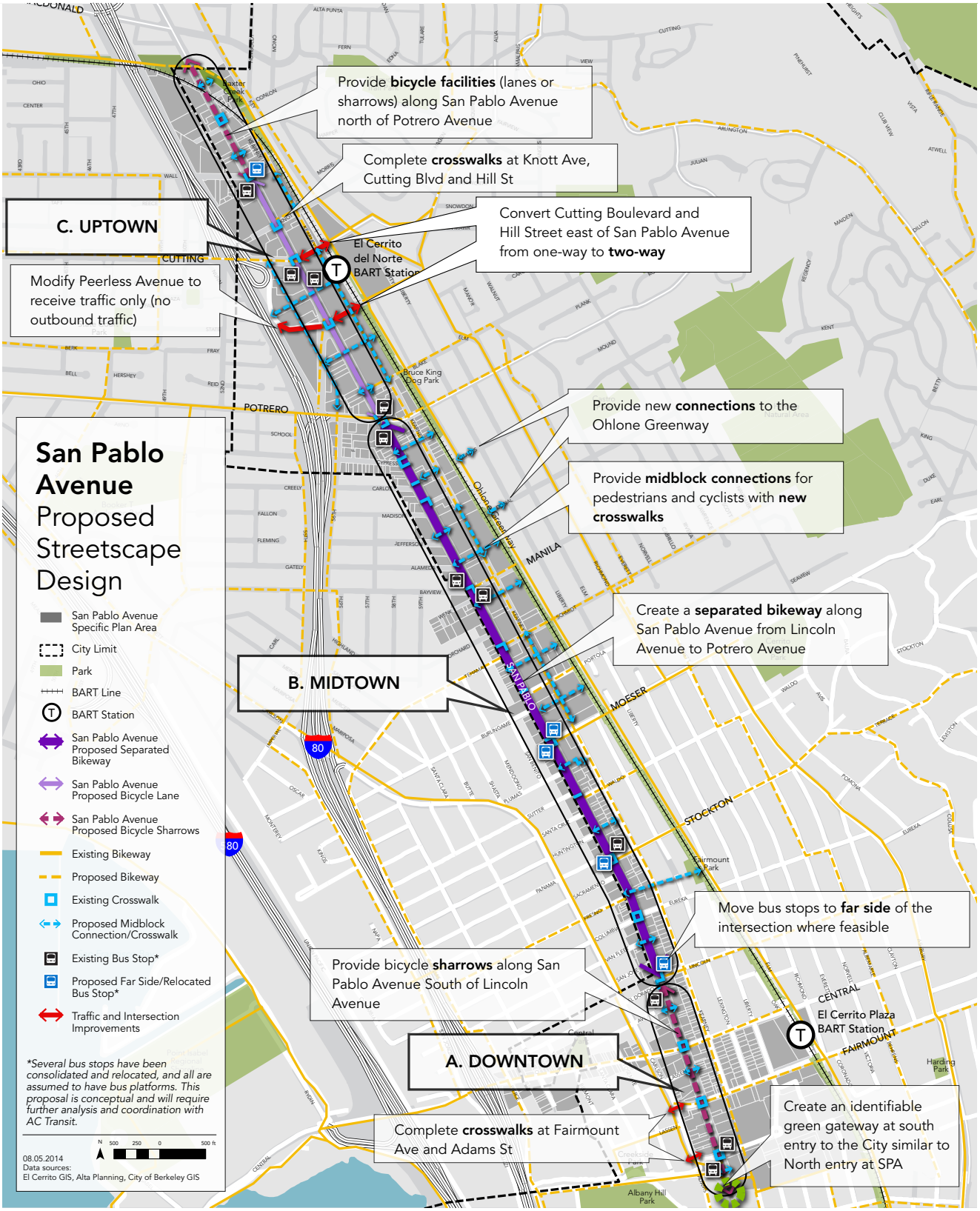
Neighborhood Street: To support and maintain the character of existing neighborhoods, streets should provide multimodal connectivity that calms traffic and captures additional right-of-way for circulation and place-making elements.

Ohlone Greenway: To enhance the major regional pedestrian and bicycle connection, adjacent buildings orient windows, doors and balconies toward the Ohlone Greenway, while providing connection, ground floor uses and additional open spaces along the Greenway to increase activity, connectivity and safety.

Midblock Connection: To catalyze mode shift and strenghten a sense of place, new developments provide pedestrian and bicycle passageways through long blocks to enhance connectivity, reduce travel distances, encourage non-motorized transportation and provide active open spaces. Adjacent buildings orient windows, openings and balconies onto Midblock Connections to increase safety and activate the space.

Potential Plaza Connection: To provide additional commercial opportunities and increase walkability in the El Cerrito Plaza shopping center, additional buildings provide pedestrian, bicycle and auto connections and gathering spaces through the site.

Note: These Street Types are further addressed in Chapter 2: Form-Based Code.



CS Figure 19. San Pablo Avenue Streetscape Design

3.03.02 SAN PABLO AVENUE (COMMERCIAL AND COMMUNITY STREETS)

As outlined in the Street Types Plan in the FBC, San Pablo Avenue has two distinct street types: San Pablo Avenue Commercial Streets and San Pablo Avenue Community Streets, with Uptown and Downtown located in the Transit-Oriented Higher-Intensity Mixed Use (TOHIMU) Zone and Midtown located in the Transit-Oriented Mid-Intensity Mixed Use (TOMIMU) Zone, per the Regulating Plan.

As a result, the Streetscape Design envisions three distinct segments along the Avenue: Downtown, Midtown, and Uptown, which roughly correspond to the designations of the FBC. The design responds to the existing and proposed future conditions including traffic volumes, width of the pedestrian and travelled ROW. The design considers these physical characteristics in light of the desired multimodal character of San Pablo Avenue and builds on recent public and private investments. The Project gives highest priority to pedestrians and transit users, for which performance measures will be set the highest to achieve the City's economic development, community engagement and sustainability goals.

The project envisions a re-allocation of the right-of-way along the entire San Pablo Avenue corridor to better balance service to autos, buses, bicycles, and pedestrians. The improvements for each segment are prototypical and discussed in future detail in the Multimodal Mobility Streetscape Improvements sections on the following pages. These improvements have been quantitatively and qualitatively analyzed as a potential subset of recommendations and remain conceptual, subject to change with additional analysis and design.

Additional opportunities for enhanced bicycle mobility and placemaking may be considered in the future, as mode shift occurs. These improvements are discussed in the Enhanced Bike Connectivity and Enhanced Placemaking alternatives described in Appendix 3: San Pablo Avenue Alternatives and Dimensions. These alternatives have not been quantitatively analyzed and as such are primarily aspirational in nature.

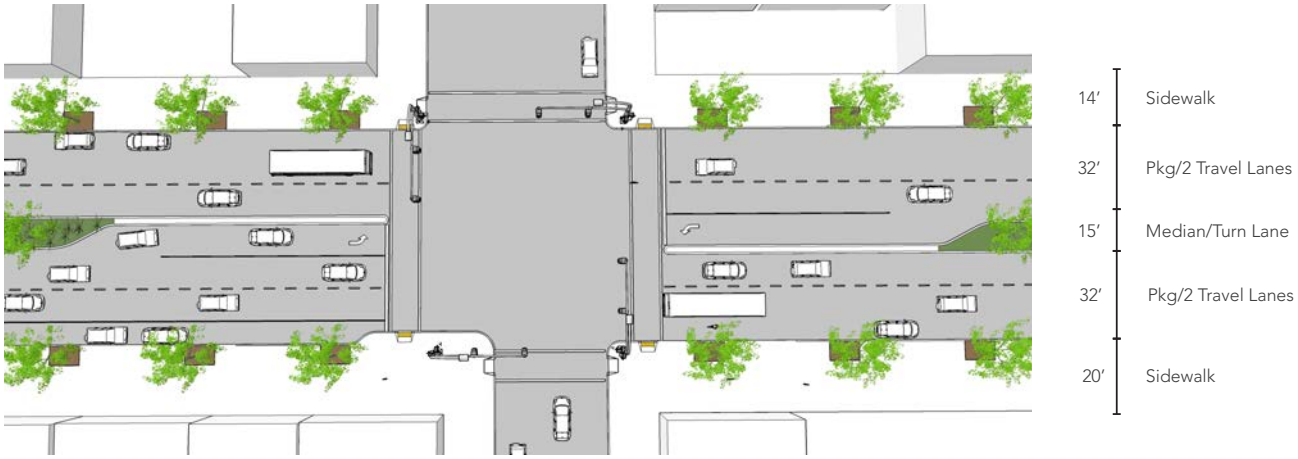
San Pablo Avenue functions as El Cerrito's main street with shopping and employment destinations along the corridor. Providing enhanced bicycle mobility as an additional multimodal element is an important economic and community development strategy; furthermore, as residential development occurs as part of the Specific Plan, more bicycle trips will originate on the corridor and many of these will take place entirely on San Pablo Avenue. While the Ohlone Greenway bicycle facility parallels the corridor, it does not serve these local-area, shorter trips as well as San Pablo Avenue.

The City considers on-street parking valuable and has tried to preserve it, or even increase it where possible, such as through bus platforms. On-street parking has several benefits, including its function to buffer the pedestrian realm from traffic; to minimize need for off-street parking, thereby increasing land available for development; and to support urban form and commercial activity.

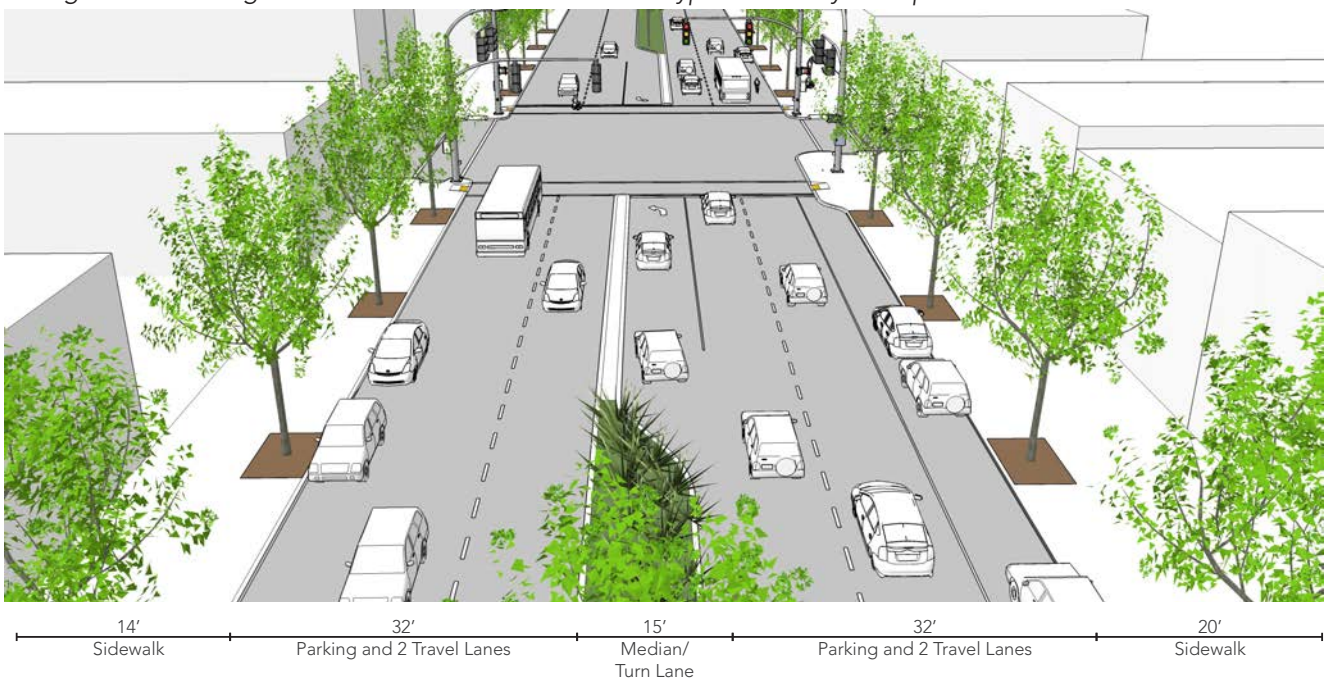
3.03.02.01 Downtown San Pablo Avenue

Intent: To maximize the fine-grain, existing development pattern and to develop a southern gateway to the City, provide a streetscape that supports commercial businesses and maximizes ROW to prioritize pedestrians and transit users. While pedestrians and transit users are prioritized, this stretch of the corridor also works to accommodate bicyclists with Super Sharrows. Sharrows are considered a short-term solution to close the gap along a constrained right-of-way between proposed higher service level facilities in Albany and Midtown and are intended to signify that bicycles have a place on the Avenue. Their installation is contingent on the installation of these other facilities and will be considered in tandem with improvements to reduce any potential conflicts between various modes of travel and, specifically, transit. This is because the corridor functions as a main street, with shopping and employment destinations all along the corridor; furthermore, as development occurs as part of the Specific Plan, more bicycle trips will originate on the corridor and many of these will take place entirely on San Pablo Avenue. While the Ohlone Greenway parallels the corridor, it does not serve these local-area, shorter trips as well as San Pablo Avenue. Most of the existing sidewalks are wide and allow for sufficient, unobstructed pedestrian ROW and placemaking opportunities; as new development takes place, narrower sidewalks that constrain circulation will be widened to accommodate Sidewalk Zones. Landscaping in the medians, bulb-outs and along the sidewalk will be designed to enhance recent streetscape investments along the Avenue. The proposed provision of 72R bus platforms will reduce bus loading times and allow more curb space for parking by eliminating red zones needed for pulling in and out; addition of landscaped bulb-outs with shade trees that activate the pedestrian realm and buffer the sidewalk from traffic will be considered where appropriate.

CS Figure 20. Existing Downtown San Pablo Avenue Prototypical Plan View



CS Figure 21. Existing Downtown San Pablo Avenue Prototypical Bird's-eye Perspective View



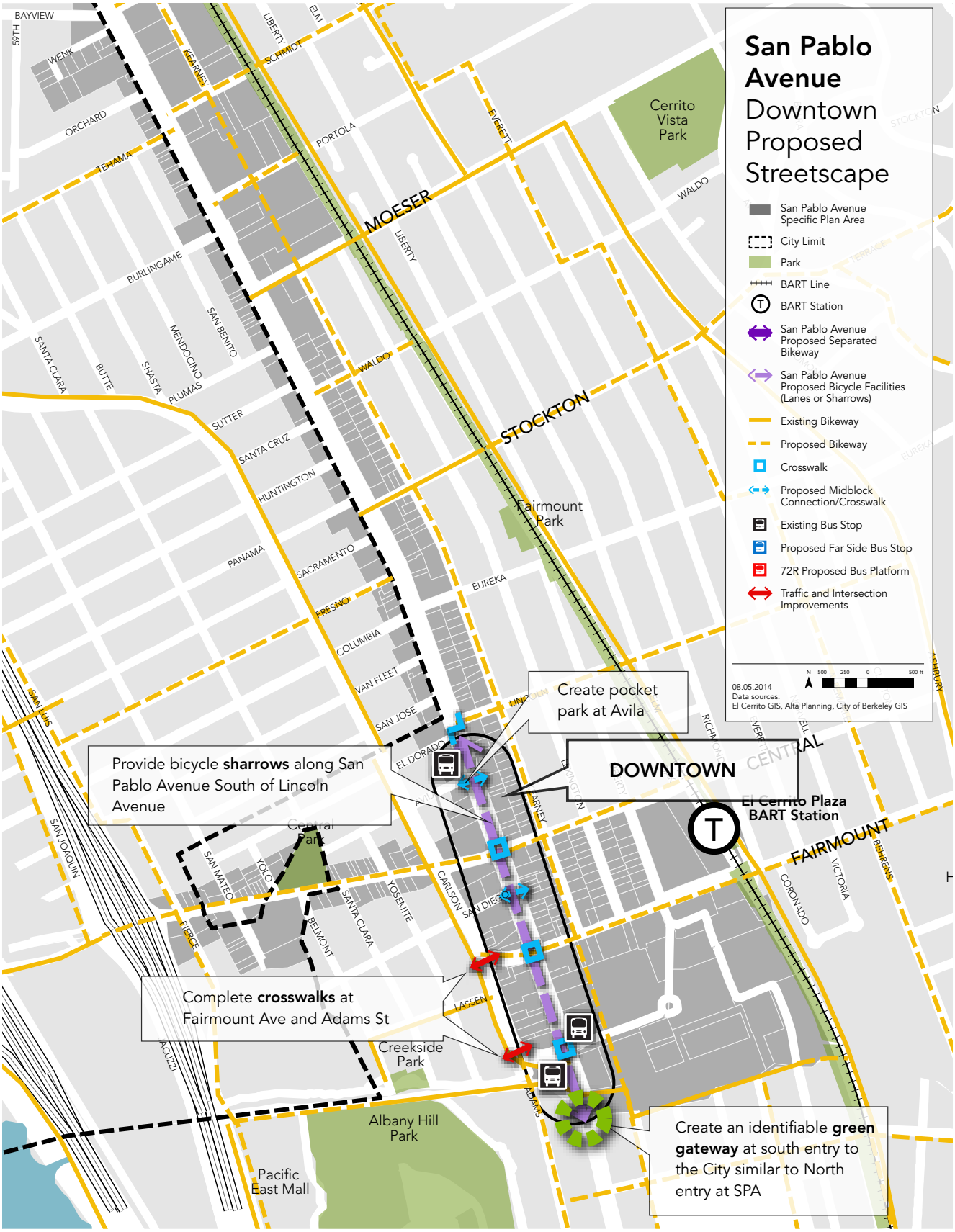
3.03.02.01.01 Streetscape Improvements

- Create a southern gateway to the City with special paving, trees, public art, and signage.
- Provide midblock crosswalks at Avila and San Diego, designed to be consistent with NCHRP 562 standards and forthcoming Active Transportation Plan (in development 2014) policies.
- Add landscaped bulb-outs with two standard curb ramps at all intersections. Landscaping bulbs in the parking lane may be considered at key locations if sidewalk is insufficient for appropriate landscaping and pending confirmation of adequate supply of off-street parking.*
- Bulb-outs on the nearside of intersections should not conflict with high volumes of right-turn movements.
- Highlight crosswalks with special paving and striping treatments consistent with existing special treatments in the City.
- Increase median along left turn lanes and at intersections for enhanced landscaping and to provide a pedestrian refuge.
- Consider consolidating and moving to far-side-of-intersection bus stops with bus platforms in the parking lane to increase transit efficiency and enhance rider experience.
- Provide bicycle Super Sharrows in outside lanes to clearly indicate bicyclists' place on the Avenue.
- Re-stripe travel lanes to an 11-foot width to accommodate additional bicycle and pedestrian infrastructure, while maintaining the existing curb edge in most cases, stormwater flowline and all existing travel and turning movements.

CS Figure 22. Downtown San Pablo Avenue Plan View

CS Figure 23. Downtown San Pablo Avenue Bird's-eye Perspective View

* Tree Planting in the parking lane will strive to maintain existing parking. The trees will be located to highlight key commercial corridors, lower travel speed, and not impede street sweeping



CS Figure 24. Downtown San Pablo Avenue Streetscape Design

CS Figure 25. Super Sharrow

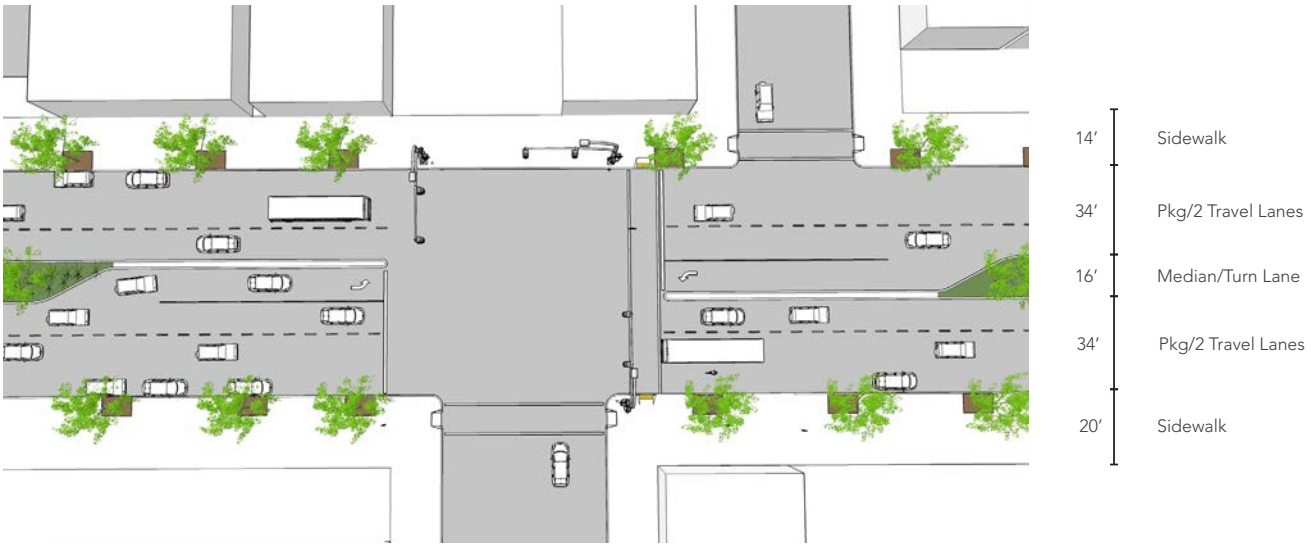
CS Figure 26. Pedestrian refuge and crosswalk with special paving

CS Figure 27. View of Prototypical Downtown Streetscape design

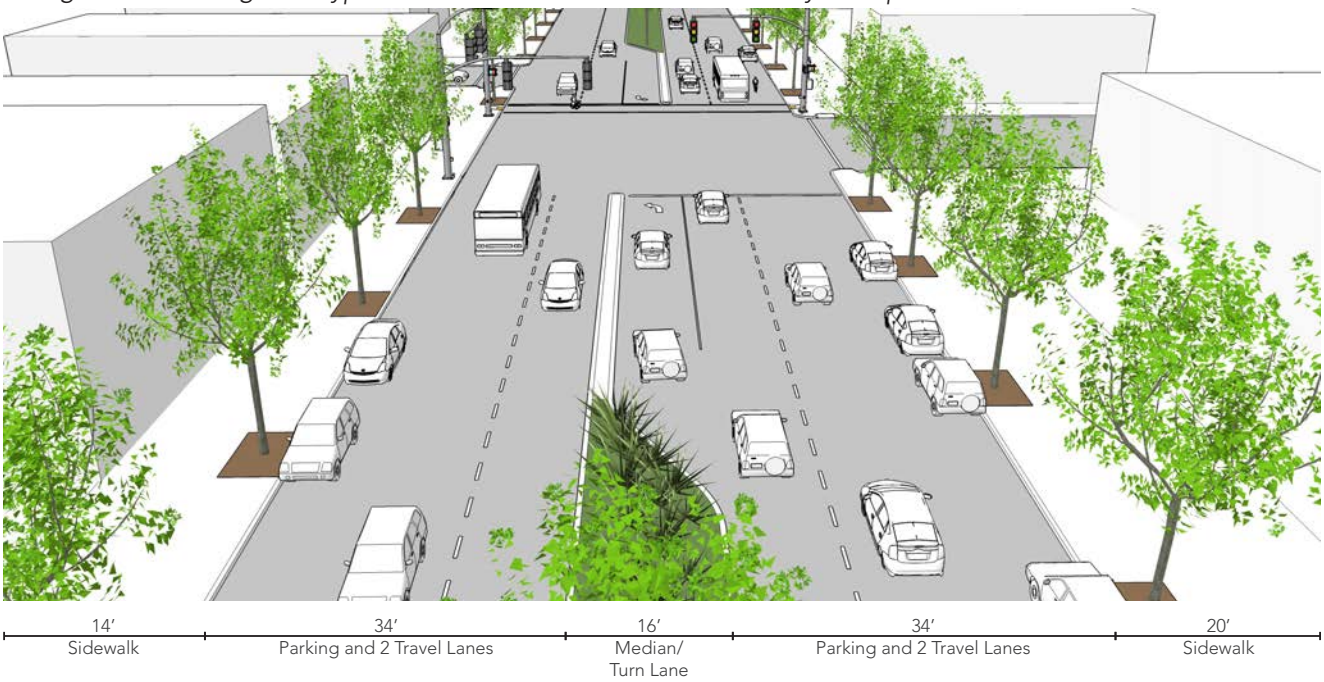
3.03.02.02 Midtown San Pablo Avenue

Intent: To create a more comfortable environment for all users while buffering ground floor residential and commercial developments from traffic, provide enhanced pedestrian and transit facilities and add additional bicycle facilities along the Midtown segment of San Pablo Avenue. A wider ROW and lower traffic volumes provide additional space to increase connectivity and enhance the pedestrian realm. Most of the existing sidewalks are wide and allow for sufficient, unobstructed pedestrian ROW and placemaking opportunities; as new development takes place, narrower sidewalks that constrain circulation will be widened to accommodate Sidewalk Zones. The design takes advantage of a wider ROW and lower traffic volumes to improve connectivity for pedestrians and cyclists by decreasing crossing distances and introducing cycle tracks throughout. These cycle tracks will dramatically reduce conflicts between autos, transit and bicycles, improving travel conditions for all users. Landscaping in the medians, bulb-outs and along the sidewalk will be designed to enhance recent streetscape investments along the Avenue. The proposed provision of 72R bus platforms will reduce bus loading times and allow more curb space for parking by eliminating red zones needed for pulling in and out; addition of landscaped bulb-outs with shade trees that activate the pedestrian realm and buffer the sidewalk from traffic will be considered where appropriate. Overall, the look and feel of the corridor is improved through the addition of sidewalk and bulb-out landscaping with shade trees that add color and enclosure.

CS Figure 28. Existing Prototypical Midtown San Pablo Avenue Plan View



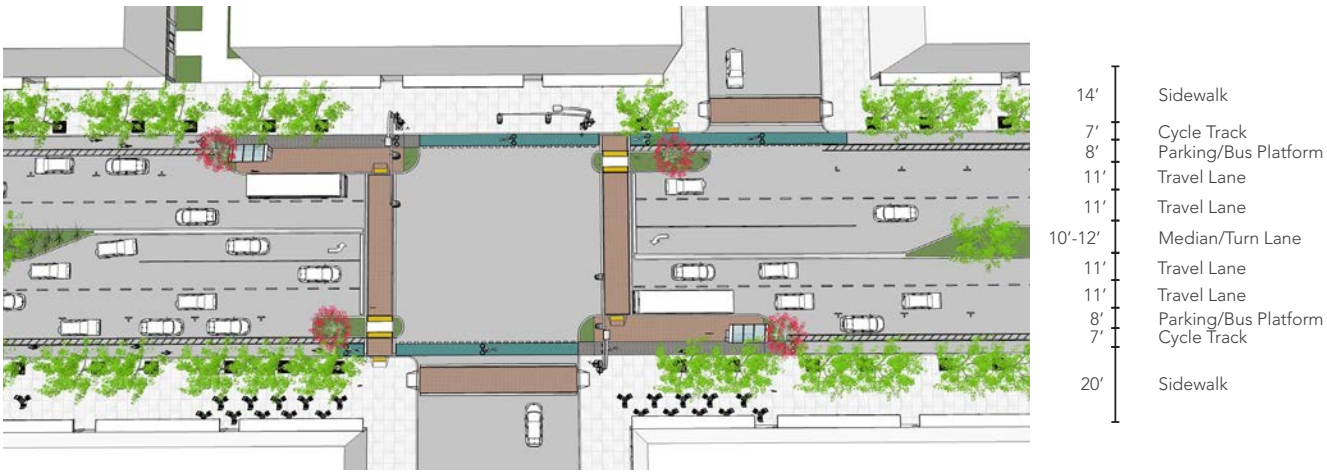
CS Figure 29. Existing Prototypical Midtown San Pablo Avenue Bird's-eye Perspective View



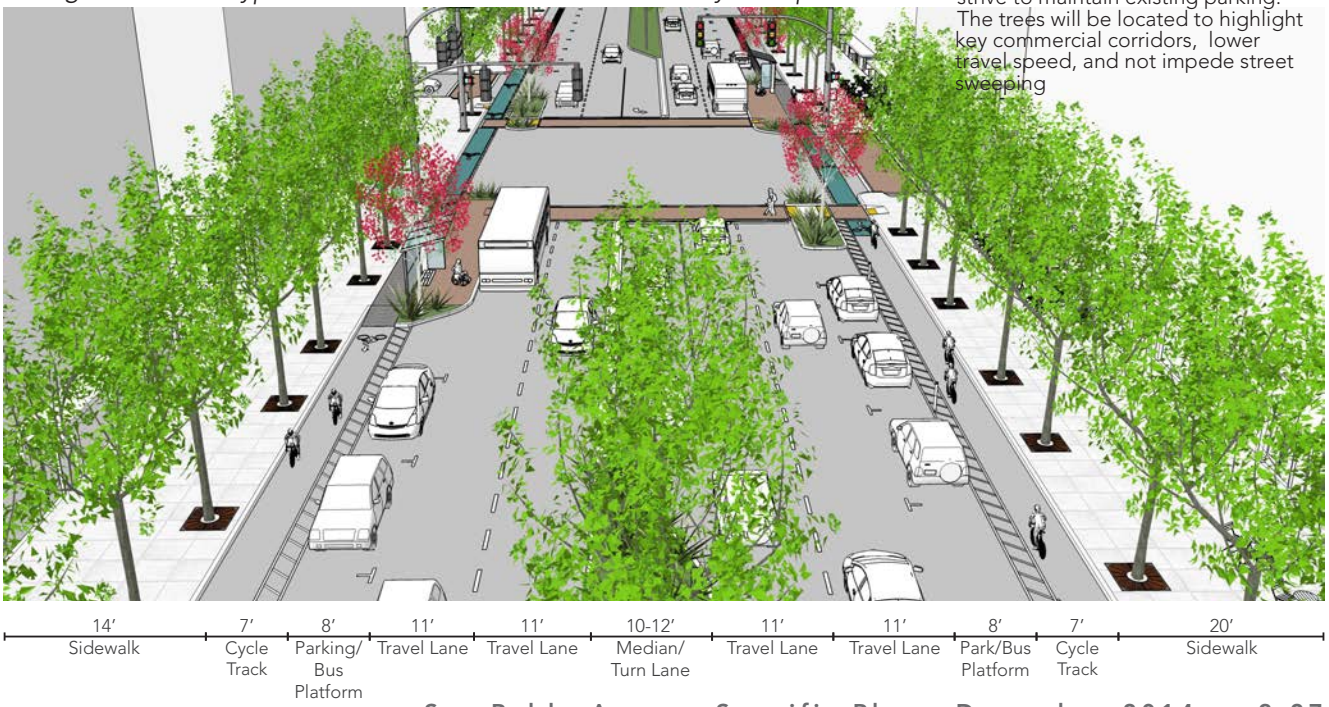
3.03.02.02.01 Streetscape Improvements

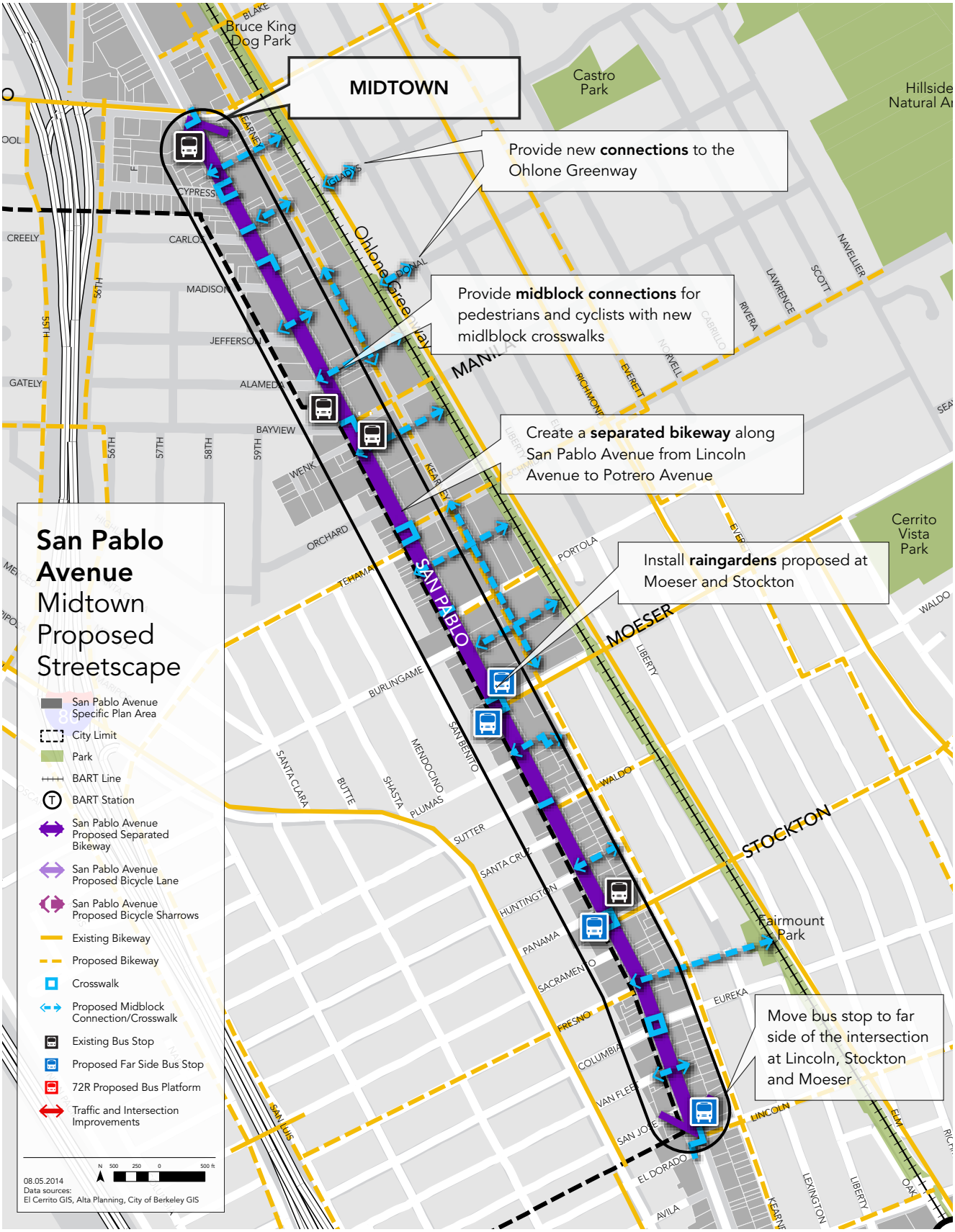
- Provide midblock crosswalks at the locations shown in Figure 32 Midtown San Pablo Avenue Streetscape Design, designed to be consistent with NCHRP 562 standards and forthcoming Active Transportation Plan (in development 2014) policies.
- Highlight crosswalks at major intersections with special paving markings and striping treatments consistent with existing special treatments.
- Add landscaped bulb-outs with two standard curb ramps at all intersections. Landscaping bulbs in the parking lane may be considered at key locations if sidewalk is insufficient for appropriate landscaping.*
- Install rain gardens planned at Moeser and Stockton.
- Consider consolidating and moving to far-side-of-intersection bus stops with bus platforms in the parking lane to increase transit efficiency and enhance rider experience.
- Provide cycle tracks.
- Decrease median width and re-stripe travel lanes 11-feet wide to re-purpose ROW for cycle tracks. Ensure minimal impact to existing planting and irrigation system, while maintaining the existing curb edge in most cases and stormwater flowline.

CS Figure 30. Prototypical Midtown San Pablo Avenue Plan View



CS Figure 31. Prototypical Midtown San Pablo Avenue Bird's-eye Perspective View





CS Figure 32. Midtown San Pablo Avenue Streetscape Design

CS Figure 33. View of prototypical cycle track and landscaped bulb-outs

CS Figure 34. View of prototypical 72R bus platform and cycle track

CS Figure 35. Buffered cycle track

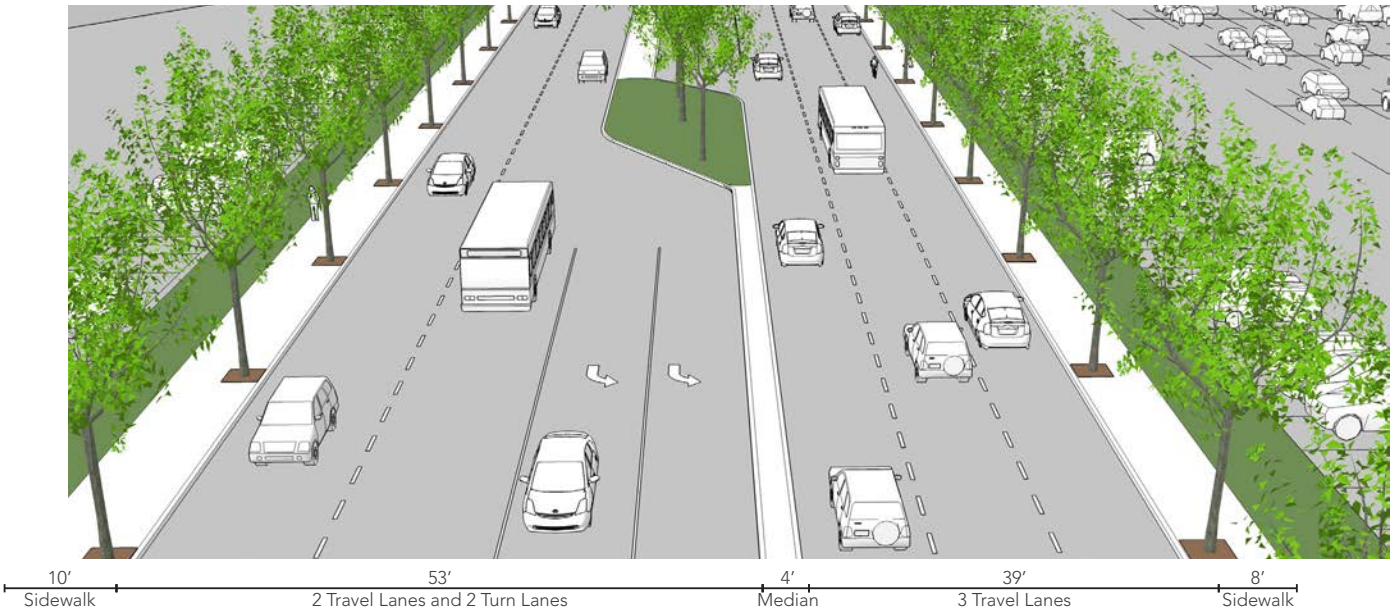
CS Figure 36. Bus bulb with cycle track

3.03.02.03 Uptown San Pablo Avenue

Intent: To improve connectivity and create a more welcoming pedestrian environment, the streetscape design includes landscaping, crosswalk improvements, midblock connections and ROW reconfiguration to reduce crossing distances and block lengths and buffer the sidewalk, ground floor residential and commercial uses from heavy traffic in Uptown San Pablo Avenue. Characterized by large parcels and building footprints with deep setbacks from the ROW and surface parking lots, the proposed improvements increase comfort for all users in the short-term until new developments create a more active sidewalk, increase pedestrian ROW and develop a continuous street frontage, as outlined in the FBC. With the overall goal of creating a continuous bicycle facility along the Avenue and in connection with proposed facilities to the north, the design takes advantage of the varying ROW to construct a bike lane, buffered where possible; Super Sharrows are proposed where street conditions are not sufficient to accommodate a Class II facility, and serve to close the facility gap, signifying that bicycles have a place on the Avenue. Sharrows should not preclude alternative infrastructure investments and transit improvements should be considered at time of installation to reduce bus-bicycle conflict. While the Ohlone Greenway parallels the corridor, it does not serve these local-area, shorter trips. Double turn lanes throughout Uptown may be repurposed for bike lanes, wider medians, or flexible parking lanes if needed. The proposed provision of 72R bus platforms will reduce bus loading times and allow more curb space for parking by eliminating red zones needed for pulling in and out; addition of landscaped bulb-outs with shade trees that activate the pedestrian realm and buffer the sidewalk from traffic will be considered where appropriate. In addition to accommodating bicyclists and pedestrians, these changes have been found to increase transit travel efficiency along the corridor and around the del Norte BART station.

CS Figure 37. Existing Prototypical Uptown San Pablo Avenue Plan View

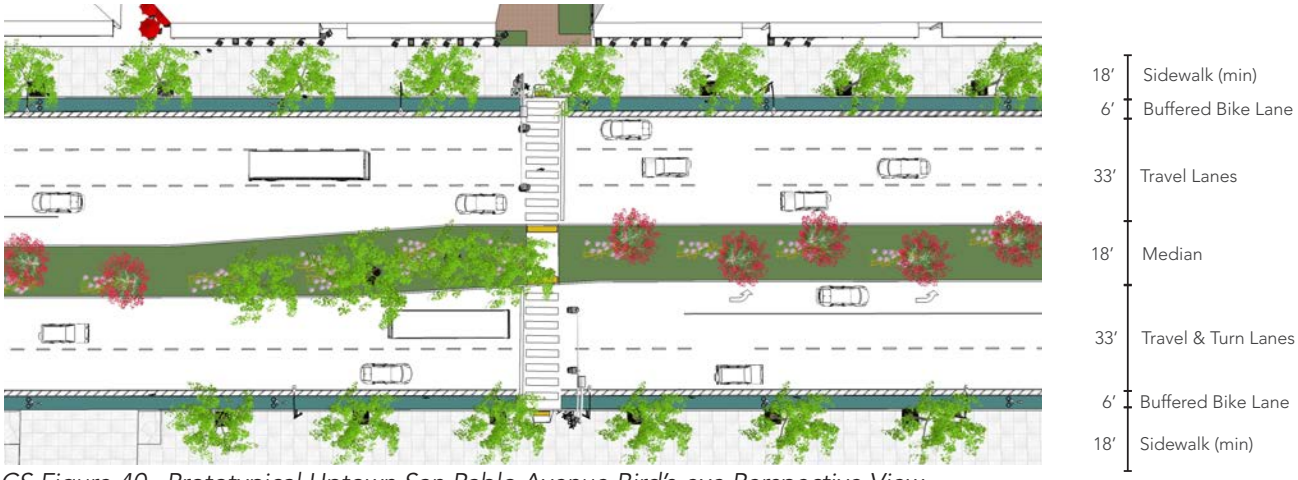
CS Figure 38. Existing Prototypical Uptown San Pablo Avenue Bird's-eye Perspective View



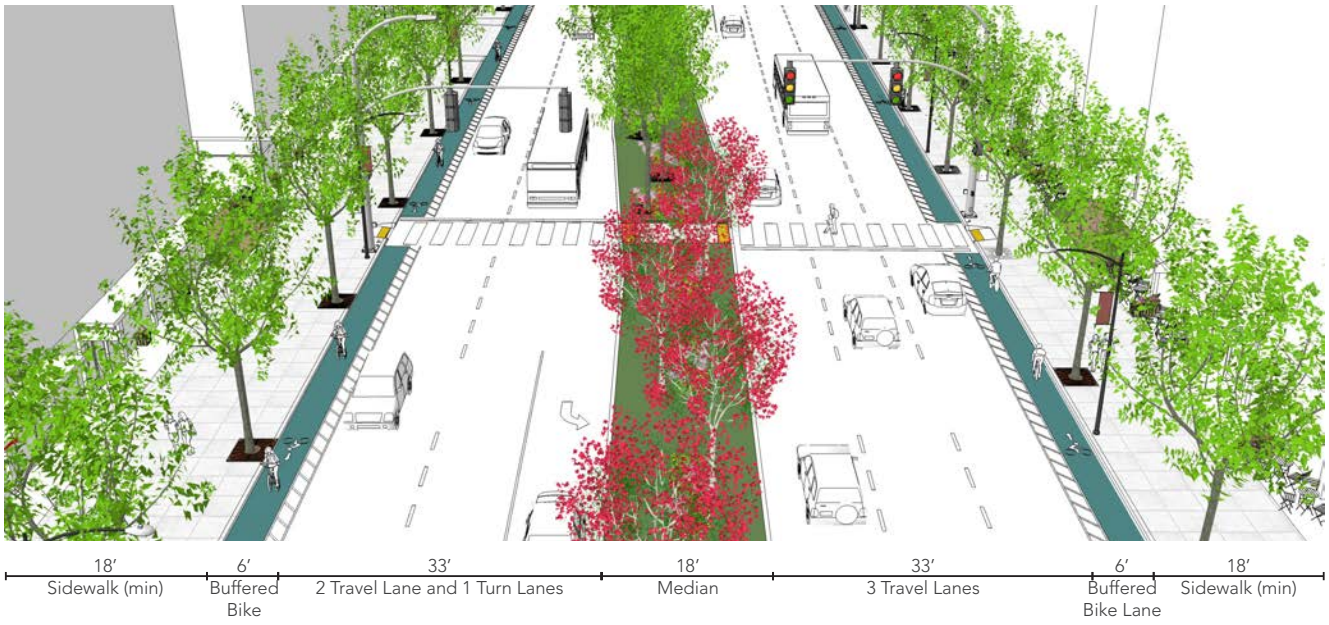
3.03.02.03.01 Streetscape Improvements

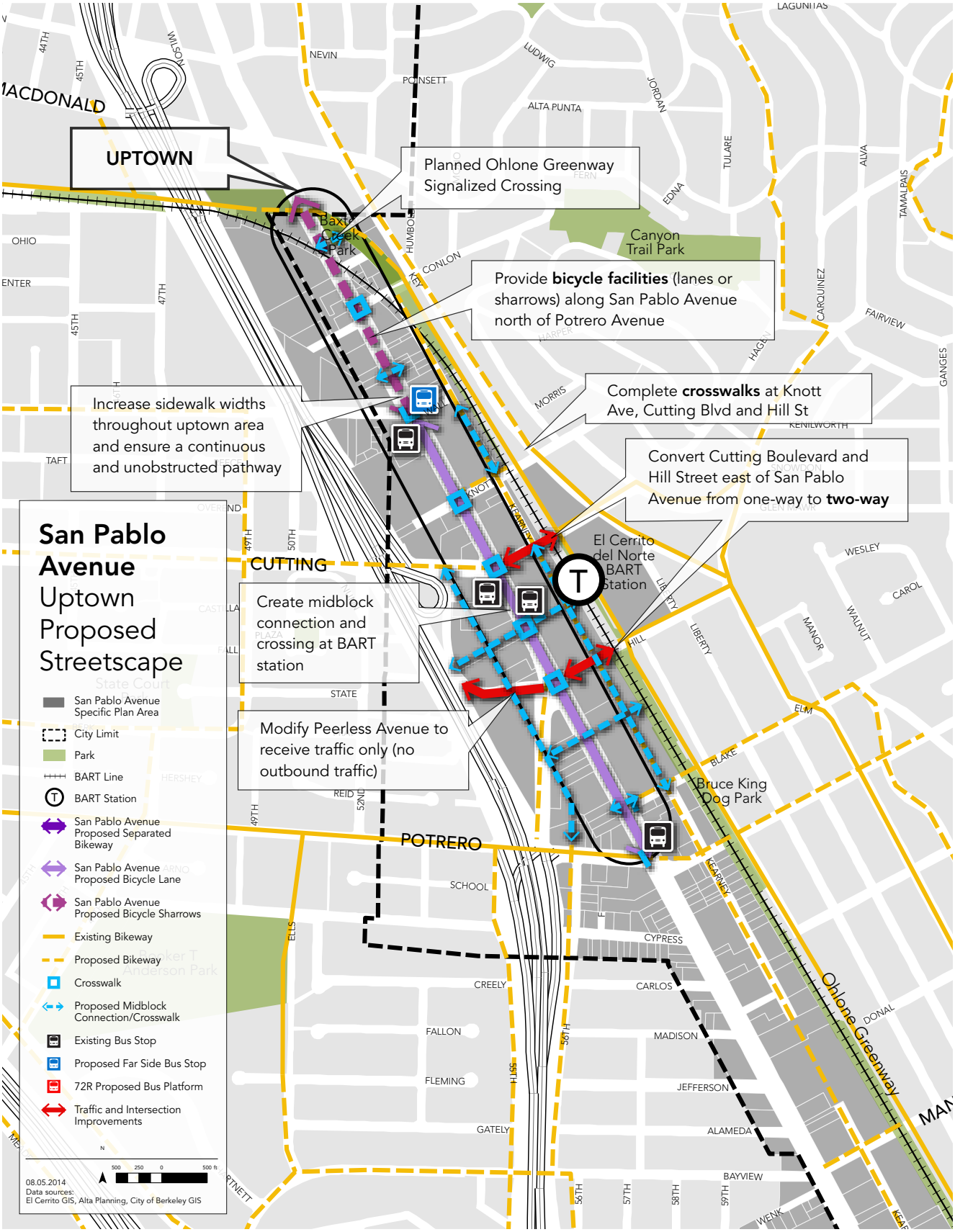
- Provide midblock crosswalks at the locations shown in Figure 41 Uptown San Pablo Avenue Streetscape Design, designed to be consistent with NCHRP 562 standards and forthcoming Active Transportation Plan policies.
- Work with private developments to widen sidewalk to accommodate amenity, pedestrian and activity zones as outlined in the FBC.
- Highlight crosswalks at major intersections with special paving markings and striping treatments consistent with existing special treatments.
- Increase median along left turn lanes and at intersections for enhanced landscaping and a pedestrian refuge.
- Add landscaped bulb-outs with two standard curb ramps at all intersections. Landscaping bulbs in the parking lane may be considered at key locations if sidewalk is insufficient for appropriate landscaping.
- Consider consolidating and moving to far-side-of-intersection bus stops with bus platforms in the parking lane to increase transit efficiency and enhance rider experience.
- Provide bike lanes south of Wall Street and Super Sharrows north of Wall Street due to constrained ROW.
- Re-purpose second left-turn lanes on San Pablo Avenue where possible and re-stripe travel lanes to 11-feet wide to re-purpose ROW where needed. Ensure minimal impact to existing planting and irrigation system, while maintaining the existing curb edge in most cases and stormwater flowline.
- Improve Safeway driveway access to minimize conflicts between modes.

CS Figure 39. Prototypical Uptown San Pablo Avenue Plan View



CS Figure 40. Prototypical Uptown San Pablo Avenue Bird's-eye Perspective View





CS Figure 41. Uptown San Pablo Avenue Streetscape Design

CS Figure 42. View of prototypical enhanced Uptown sidewalk

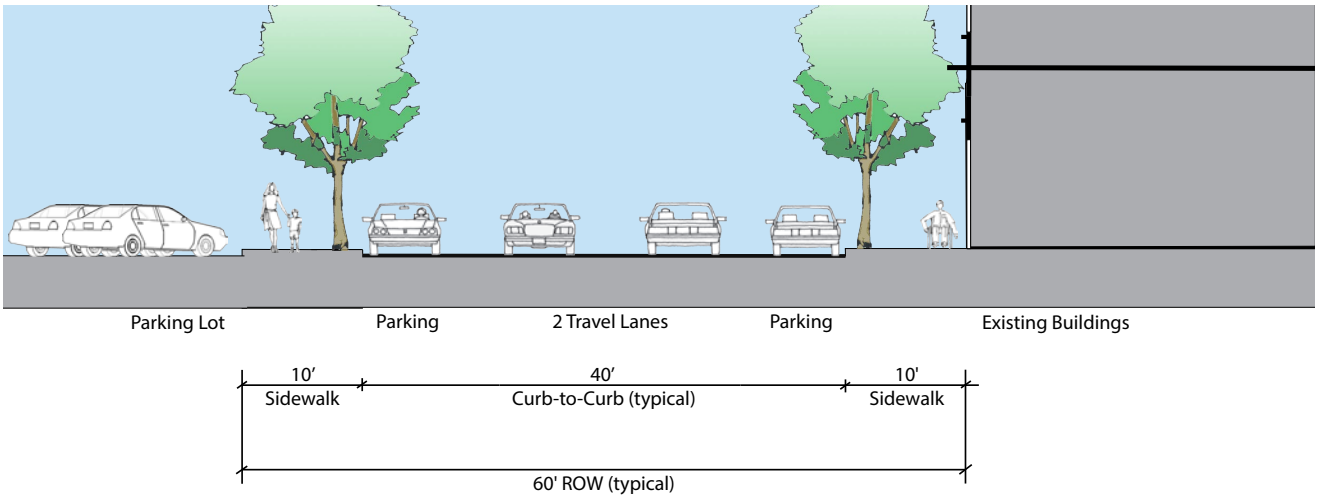
CS Figure 43. Midblock connection and crosswalk

CS Figure 44. Bike lane

CS Figure 45. Wide sidewalk to accommodate activities, planting and a clear pathway

3.03.03 MAJOR COMMERCIAL STREETS

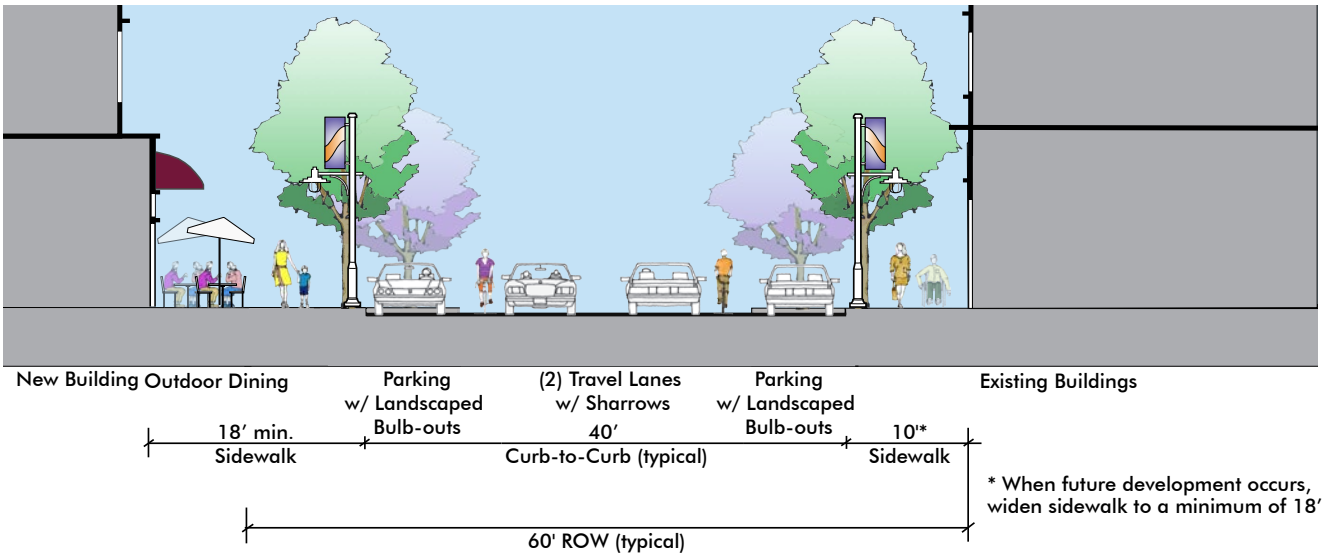
Intent: To activate the streetscape and support commercial vitality, Major Commercial Streets such as Fairmount and Stockton are designed to enhance comfort and attractiveness through landscaped bulb-outs with shade trees that decrease crossing distances for pedestrians and add color and enclosure. The sidewalks range in width but are typically insufficient to provide a continuous and unobstructed pathway along with other placemaking amenities. The design therefore relies on the interface with the private realm to accommodate all sidewalk zones as required by the FBC. This will be accomplished as new development occurs. Bicycle sharrows should also be introduced on Major Commercial Streets where not currently present to create a truly shared roadway environment.



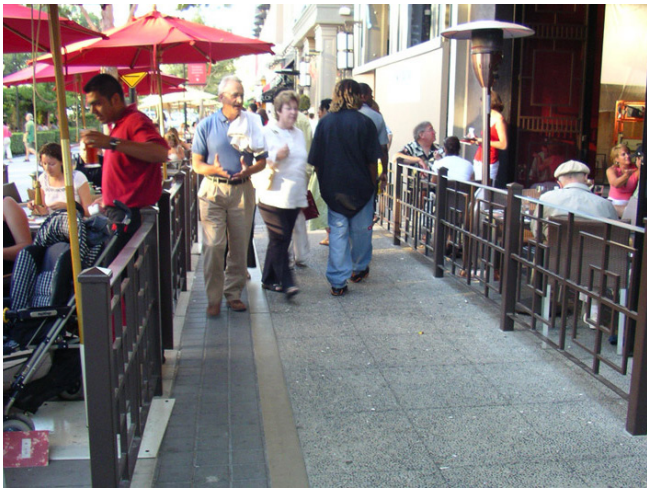
CS Figure 46. Major Commercial Streets: Existing Prototypical

3.03.03.01 Streetscape Improvements

- Add bulb-outs at all intersections and along parking lane. Landscaping bulbs in the parking lane may be considered at key locations if sidewalk is insufficient for appropriate landscaping.
- Maintain existing curb edge in most cases and stormwater flowline
- Provide accessiblity by installing ADA compliant curb ramps, removing obstacles from the path of travel and ensuring Universal Design.
- Add sharrows in travel lanes proposed in the Active Transportation Plan (in development 2014)
- Re-stripe travel lanes to be 11-feet wide to accommodate additional facilities while maintaining the existing curb edge and stormwater flowline, where feasible and adding edgelines
- Establish parklet program and repurpose parking spaces for re:Street activation, where feasible



CS Figure 47. Major Commercial Streets: With Improvements



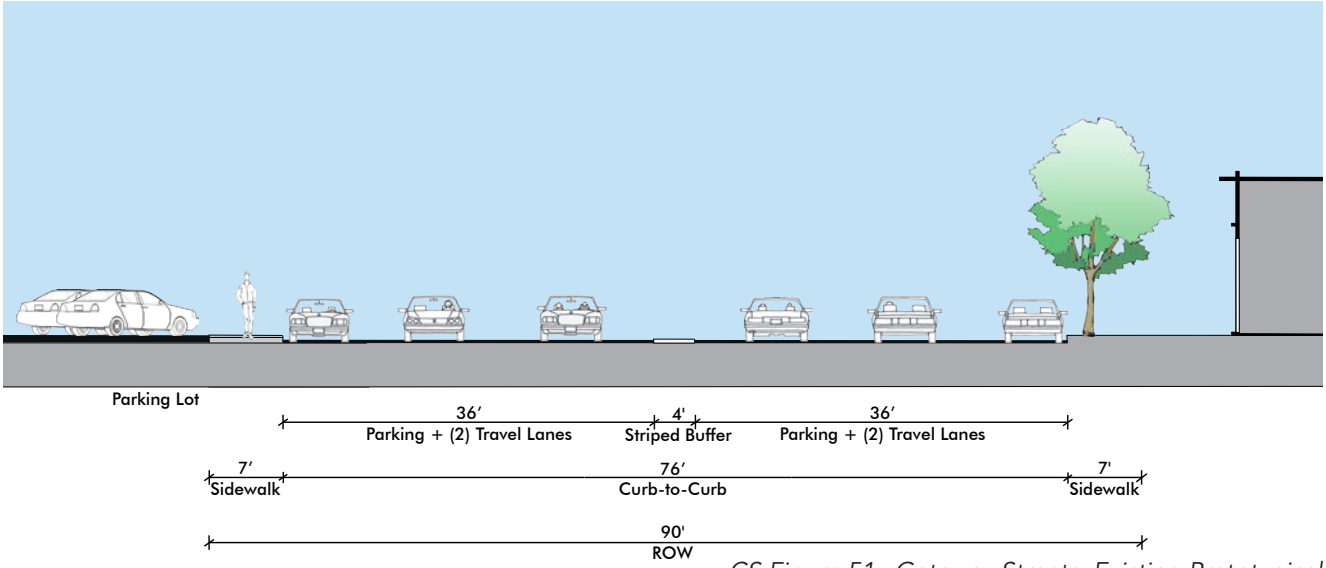
CS Figure 48. Active commercial street with outdoor dining and clear pathway

CS Figure 49. Food trucks and street vendors along the sidewalk

CS Figure 50. Repurposed parking spaces used as parklets for all ages

3.03.04 GATEWAY STREETS

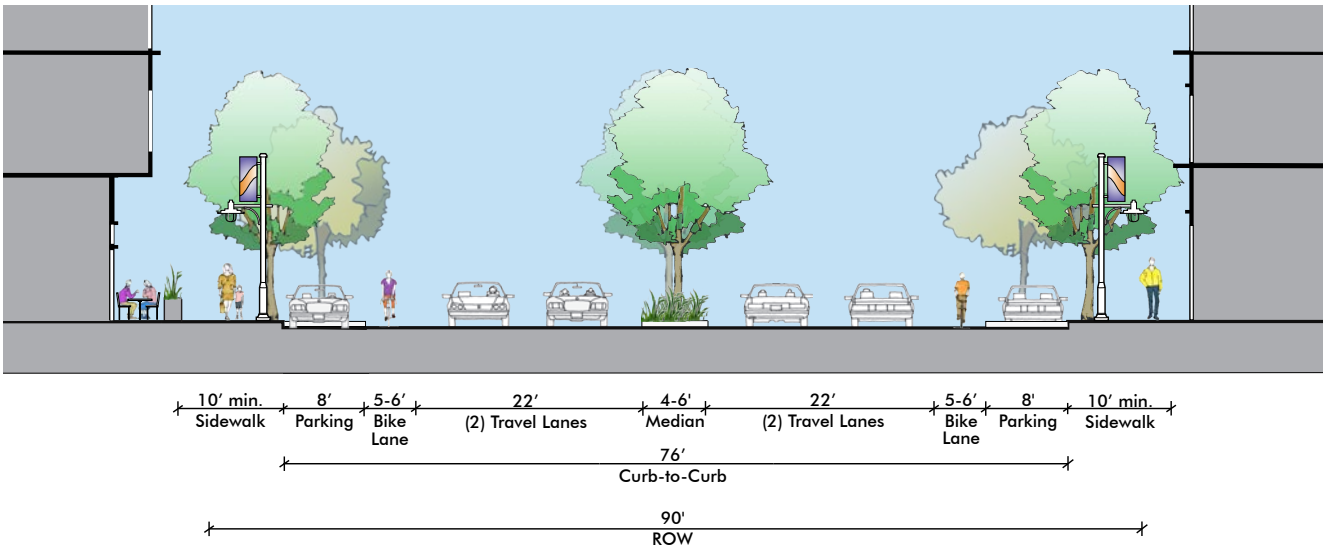
Intent: To announce entry to the City, maintain traffic flows and accommodate all users, Gateway Streets such as Potrero, Carlson, Cutting, and Eastshore are designed to enhance the comfort and attractiveness through landscaped medians and bulb-outs with shade trees that decrease crossing distances for pedestrians and add buffers from automobile traffic. The sidewalks range in width but should be increased to accommodate the clear pathway and landscape buffer, as required by the FBC. Class II bike lanes should also be constructed on Gateway Streets as identified by the Active Transportation Plan (in development 2014), where not currently present, to provide additional safety and connectivity for cyclists.



CS Figure 51. Gateway Streets: Existing Prototypical

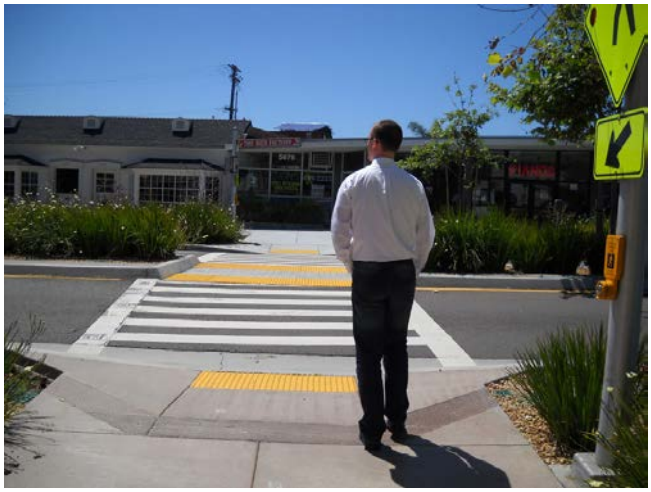
3.03.04.01 Streetscape Improvements

- Where possible, add bulb-outs at key intersections to reduce crosswalk distances to 40 feet
- Work with private developments to widen sidewalk to accommodate Sidewalk Zones and provide landscaping to buffer traffic, as outlined in the FBC
- Explore a planted median to calm fast moving traffic
- Add Class II bike lanes with striped buffer as proposed by the Active Transportation Plan (in development)
- Maintain existing curb edge in most cases and stormwater flowline, where feasible
- Use planting strip for green infrastructure opportunities as well as outdoor retail like dining



CS Figure 52. Gateway Streets: With Improvements

CS Figure 53. Bike lane

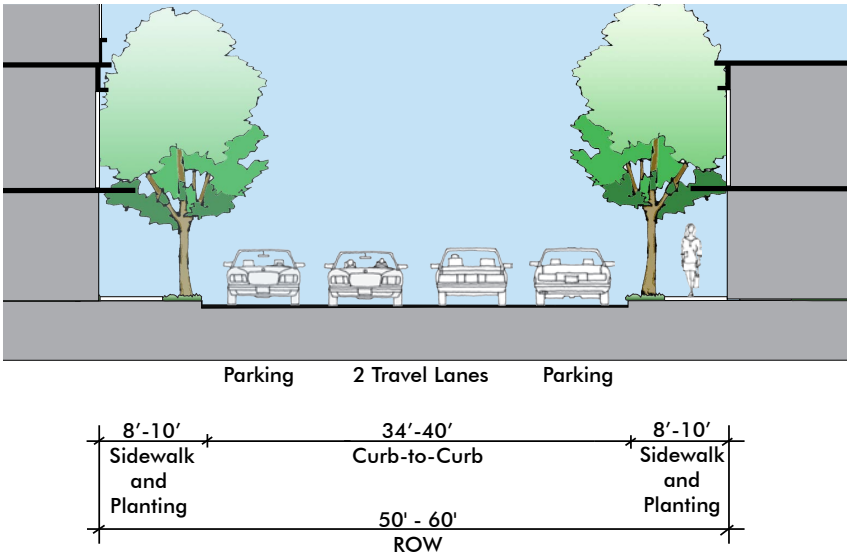


CS Figure 54. Midblock crosswalk

CS Figure 55. Public art, banners and landscaping create an identifiable gateway

3.03.05 NEIGHBORHOOD STREETS (COMMERCIAL)

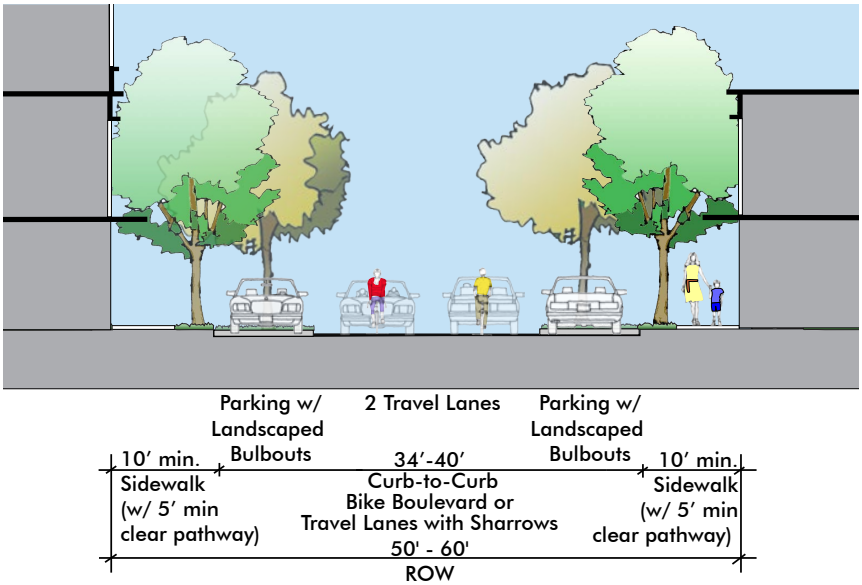
Intent: To improve connectivity and accommodate all users, low-volume Neighborhood Commercial Streets, such as Wenk, Schmidt and Blake which vary in width from 34 to 40 feet, are designed to enhance comfort and attractiveness through landscaped bulb-outs that decrease crossing distances for pedestrians, add buffers from automobile traffic, and provide outdoor retail opportunities. Like the ROW, the sidewalks range in width, but should be increased to accommodate the clear pathway and Sidewalk Zones required by the FBC. Bicycle facilities that prioritize and protect bicycle traffic should be considered on those streets designated in the Active Transportation Plan (in development 2014).



CS Figure 56. Neighborhood Commercial Streets: Existing Prototypical Two-Way

3.03.05.01 Streetscape Improvements

- Maintain existing curb edge in most cases and stormwater flowline
- Add bulb-outs at all intersections and mid-block crossings
- Create a low-speed bike boulevard or add sharrows in travel lanes where not currently present
- Work with private development to widen sidewalk to accommodate Sidewalk Zones as outlined in the FBC
- Use planting strip for green infrastructure opportunities as well as outdoor retail like dining



CS Figure 57. Neighborhood Commercial Streets: With Improvements

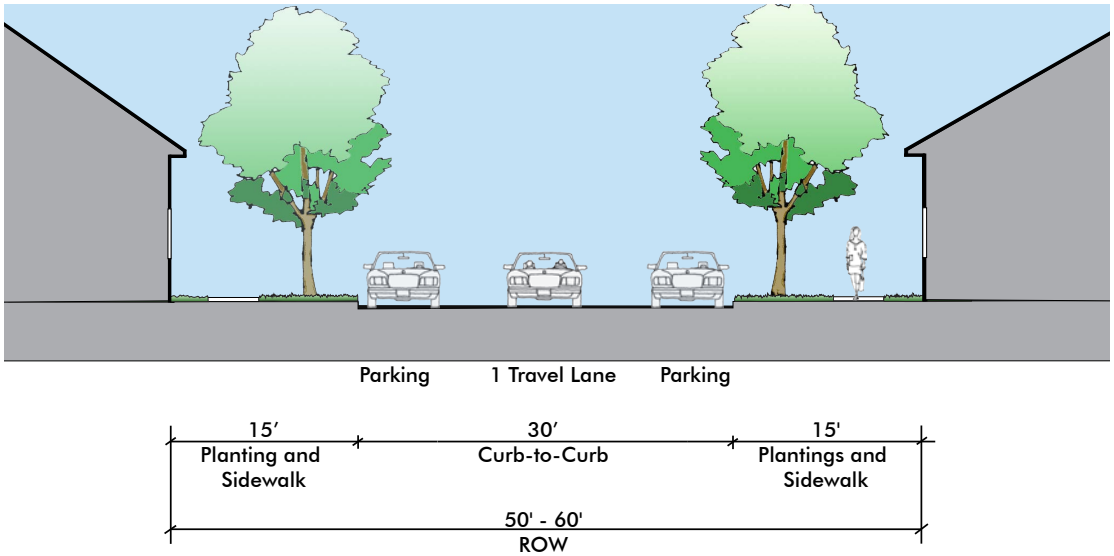
CS Figure 58. Outdoor dining at corner bulb-out

CS Figure 59. Landscaped bulb-outs at neighborhood commercial street corner

CS Figure 60. Bicycle parking and bulb-out in the parking lane

3.03.06 NEIGHBORHOOD STREETS (RESIDENTIAL)

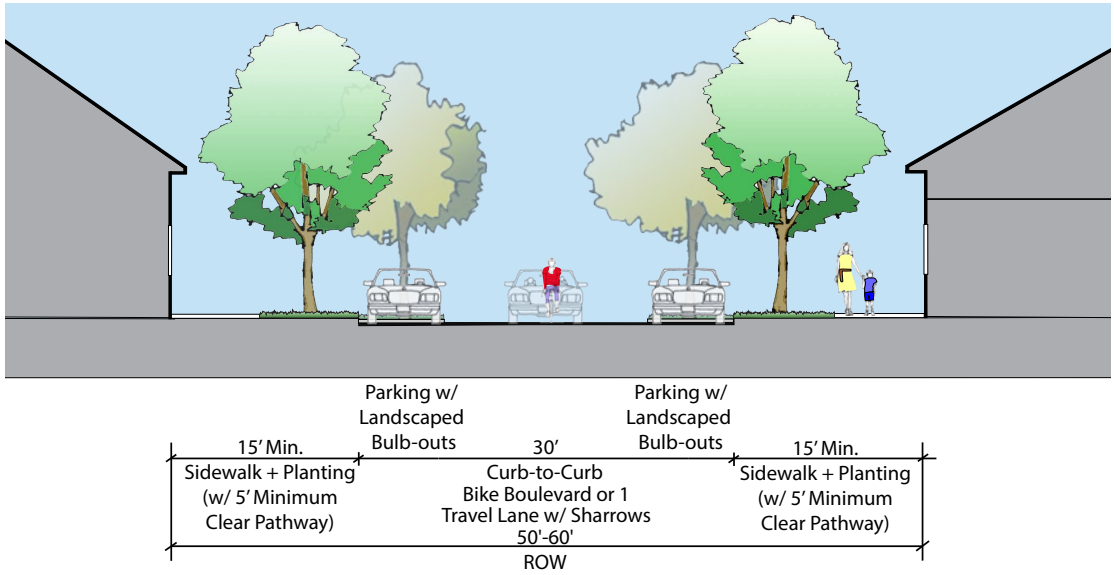
Intent: Similar to Neighborhood Commercial Streets, low-volume Neighborhood Residential Streets such as Kearny, Waldo and Lexington are designed to enhance comfort and attractiveness through landscaped bulb-outs with shade trees that decrease crossing distances for pedestrians and add buffers from automobile traffic. The sidewalks range in width but should be increased to accommodate the clear pathway of the pedestrian zone and landscape buffer in the amenity zone, as required by the FBC. Bicycle boulevards on streets designated in the Active Transportation Plan (in development 2014) should be considered and sharrows should be added where bicycle boulevards are not feasible.



CS Figure 61. Neighborhood Residential Streets: Existing Prototypical

3.03.06.01 Streetscape Improvements

- Maintain existing curb edge in most cases and stormwater flowline
- Add bulb-outs as possible at all intersections and mid-block crossings; consider bulb-outs along parking lane where appropriate.
- Create a low-speed bike boulevard or add sharrows in travel lanes where not currently present
- Work with private developments to widen sidewalk to accommodate Sidewalk Zones as outlined in the FBC
- Use planting strip for green infrastructure opportunities such as stormwater planters and urban agriculture



CS Figure 62. Neighborhood Residential Streets: With Improvements

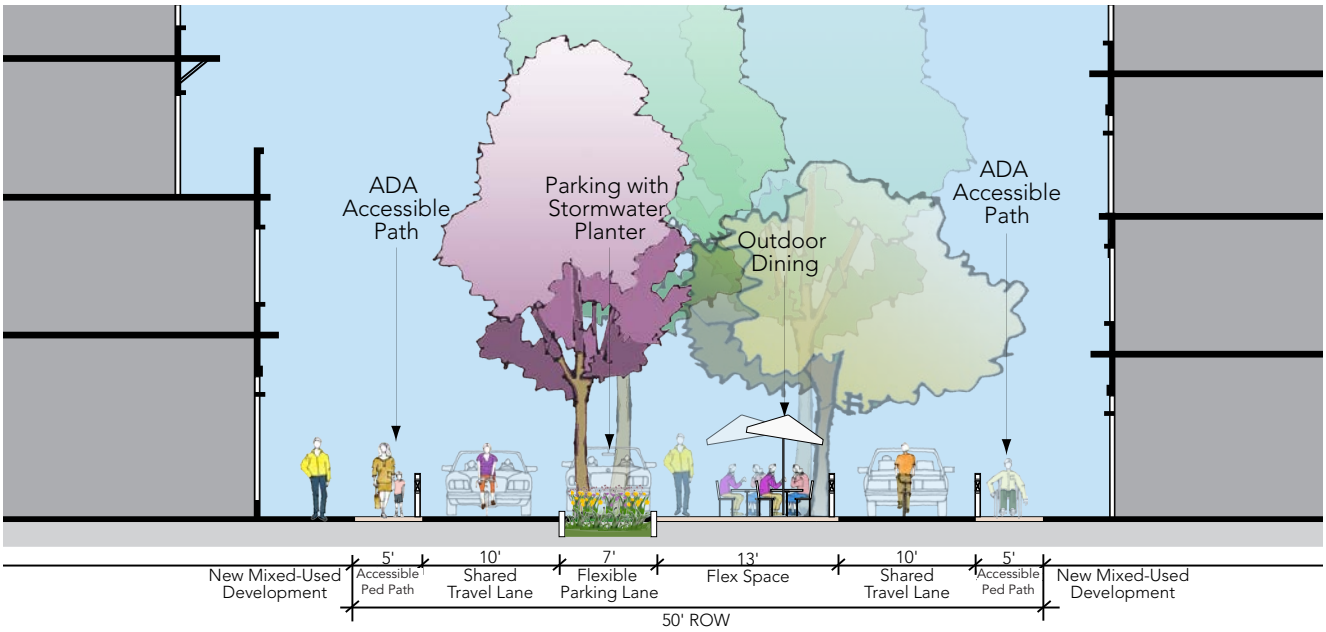
CS Figure 63. Bike boulevard

CS Figure 64. Bulb-out and public art as children's play area

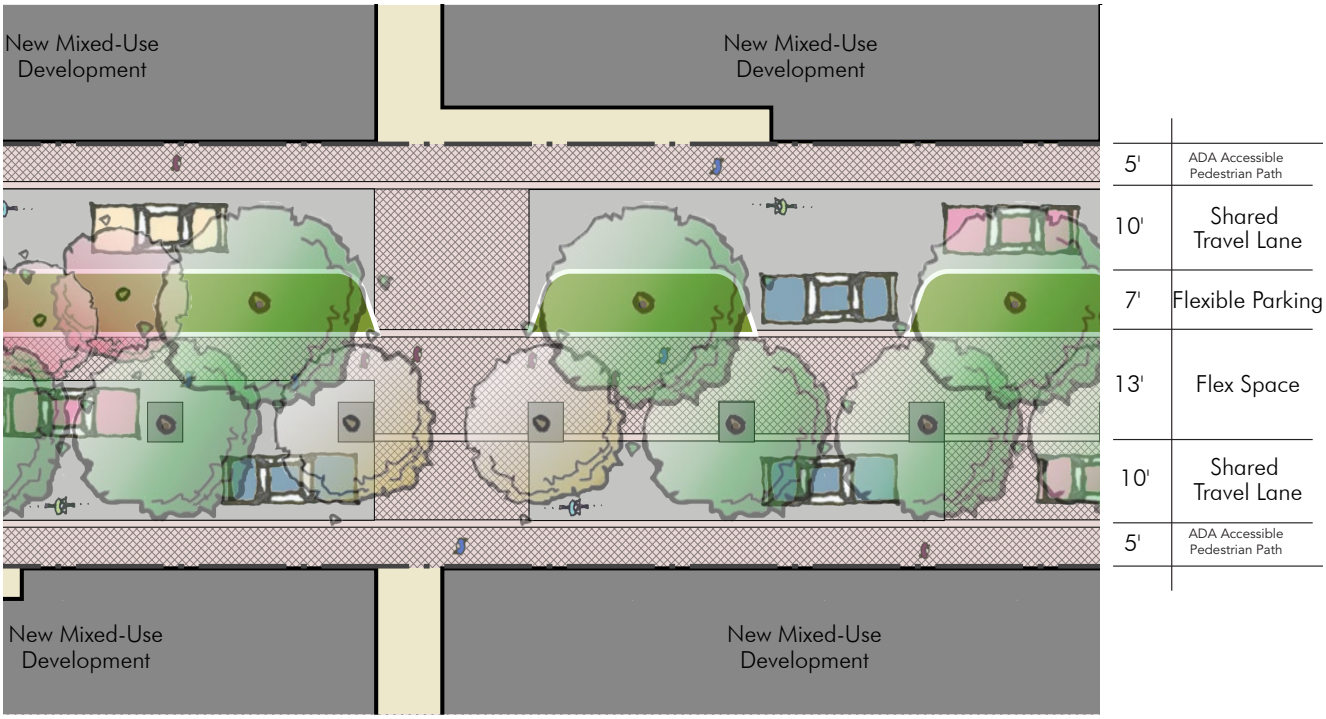
CS Figure 65. Stormwater swale in the planting strip and bulb-out

3.03.07 PLAZA CONNECTIONS

Intent: To improve pedestrian connectivity within the El Cerrito Plaza, new low-speed, shared Plaza Connections are proposed if new mixed-use development occurs; these connections are designed to be active streets and places for social gathering. The design proposes a continuous paved surface with temporary bollards to separate users when needed while encouraging flexible use of the shared street for activities and events. Flex space can be used for parking, outdoor dining, gathering spaces and children's play areas. A clear pathway should be maintained within the Connection for accessibility.



CS Figure 66. Plaza Connection Section



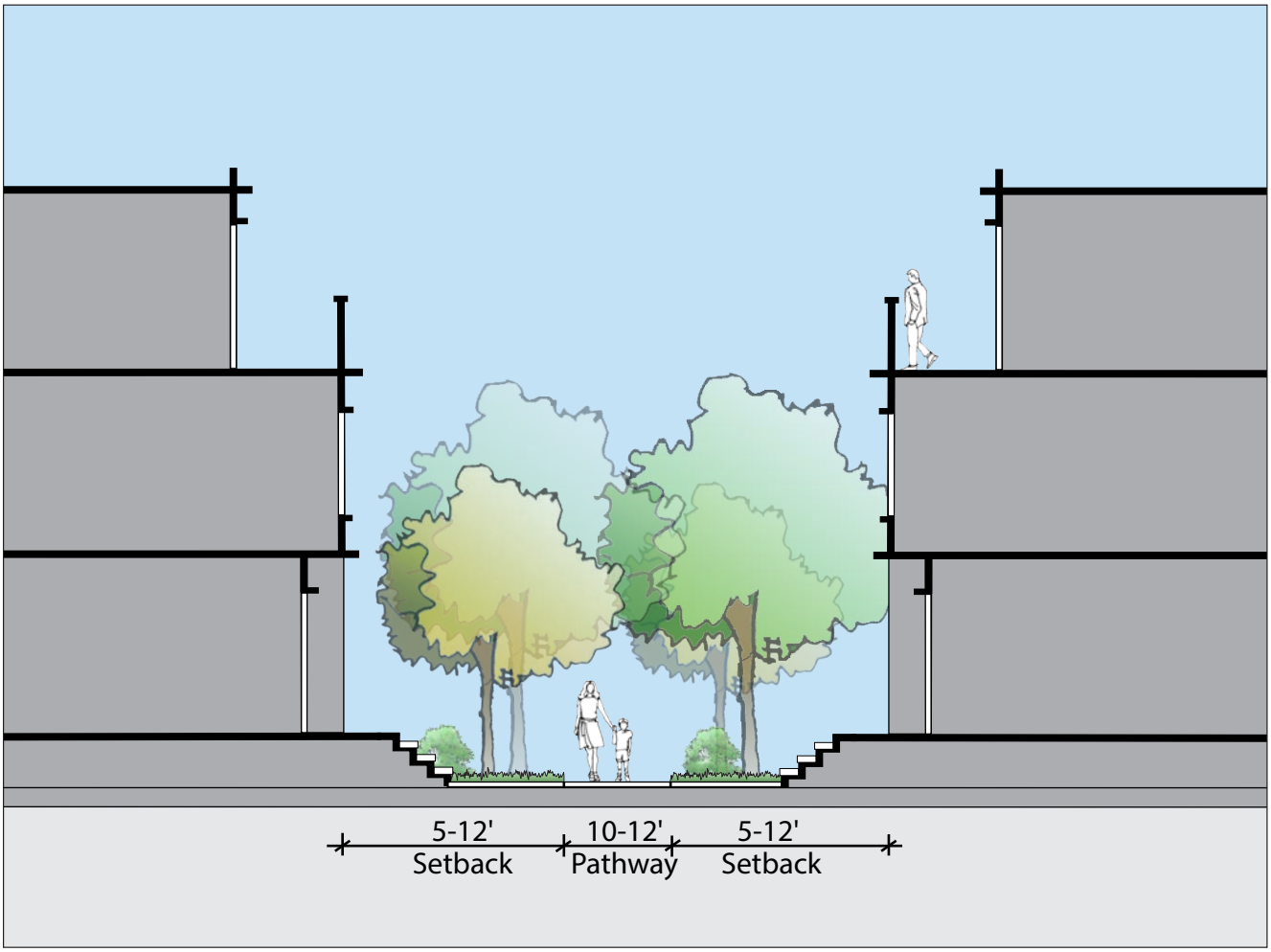
CS Figure 67. Plaza Connection Plan View

CS Figure 68. Low speed shared space with contiguous ADA pathway

CS Figure 69. Outdoor seating within Plaza Connection

3.03.08 MIDBLOCK CONNECTIONS

Intent: To improve pedestrian and bicycle connectivity along the San Pablo Avenue corridor, new Midblock Connections open to pedestrians and bicycles only are proposed if new development occurs; these connections are designed to be active pathways and places for social gathering. The design proposes a continuous paved surface with temporary bollards to separate users when needed while encouraging flexible use of the shared space for activities and events. Flex space can be used for outdoor dining, gathering spaces and children's play areas. A clear pathway should be maintained within the Connection for accessibility. Adjacent buildings should orient windows, openings and balconies towards the Connection to provide safety.



CS Figure 70. Midblock Connection Section

CS Figure 71. Illustrative Photo: Midblock Connection with planting, ground floor residential entries and upper floor transparency.

CS Figure 72. Midblock Connection Illustrative Photos

3.04 MULTIMODAL LEVEL OF SERVICE (MMLOS)

This Complete Streets Plan aims to create a streetscape environment that balances the needs of all users and encourages mode shift to increase pedestrians, cyclists and transit-users. A comprehensive trade-off analysis was completed to balance the accommodations for all modes of transportation. In order to design for and track the success of this goal, Complete Streets performance measures have been used to understand the impact on all modes of the proposed streetscape improvements. This multimodal level of service (MMLOS) analysis differs from traditional street design methodology where level of service is based solely on automobile delay. The traditional methodology, which fails to consider the multimodal impact of proposed infrastructure improvements and projects, ignores the positive implications of some projects on overall circulation and total user mobility.

The MMLOS analysis used as part of this Plan combines a Built Environment Factors Assessment and Person Delay Calculations to evaluate the benefits and drawbacks of the proposed infrastructure improvements and to analyze the impacts on each mode of potential development projects. The Built Environment Factors Assessment sets separate transit, pedestrian, bicycle and automobile environmental standards that would result in the greatest comfort and ease of use of the respective right-of-way; the assessment compares existing conditions versus proposed improvements to ensure that implementation of this Complete Streets Plan would result in a cumulative improvement in mobility. The Average Person Delay calculations compare the impact of future population growth on the mobility of a user of each mode of transportation with the impacts of the same future population growth on each mode when the proposed Project is included and defined as the new land uses and the proposed roadway changes of this Specific Plan. This analysis is intended to highlight improvements in time spent getting from one place to another when there are more people moving throughout the City.

CS Table 02. MMLOS Score Key provides a key for understanding MMLOS conditions. See Appendix 4: Transportation Analysis for further analysis.

CS TABLE 02. MMLOS SCORE KEY

Rating	High	Medium	Low	None
Score	8 – 10	6 – 7	1-5	0

See *3.03 Project streetscape design* for Project Details

Built Environment Factors were assessed for sample intersections and/or segments. In this MMLOS analysis, a "High" transit, pedestrian, or bicyclist score would indicate a high level of safety and comfort for these users. For pedestrians, a "High" score would be likely to indicate the presence of a variety of design measures such as marked crosswalks, high-visibility lights, curb extensions, and median refuges. For bicyclists, a "High" score would be likely to indicate the presence of a dedicated bikeway with a buffer or separation from traffic and from on-street parking, as well as traffic signal phase separation at intersections. A "High" rating for pedestrian or bicycling would indicate a low-stress, high-comfort route with the highest level of safety for these users. For transit users, a "High" score would likewise show the presence of an environment with a high degree of safety and comfort. It would be likely to indicate the presence of bus stop amenities such as a shelter and bench with wayfinding or routing information and bicycle parking, as well as design measures such as a dedicated bus stop area with red curb, a clear pedestrian path of travel, full ADA compliance, and pedestrian-scale lighting.

A "Medium" rating would indicate the presence of some of these design measures, while a "Low" rating would indicate the presence of few of these design measures.

3.04.01 TRANSIT BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE

Existing representative bus stops were evaluated based on their current Built Environment Factors (BEF), each of which are important amenities, including: inclusion of a bus bulb, shelter, wayfinding information, bicycle parking, clear paths, and ADA accessible door zones. The evaluation also considers the Pedestrian BEF for the nearest crosswalk. All proposed bus stops will be redesigned to include all of the Built Environment Factors and will be designed to maximize access, comfort and safety.

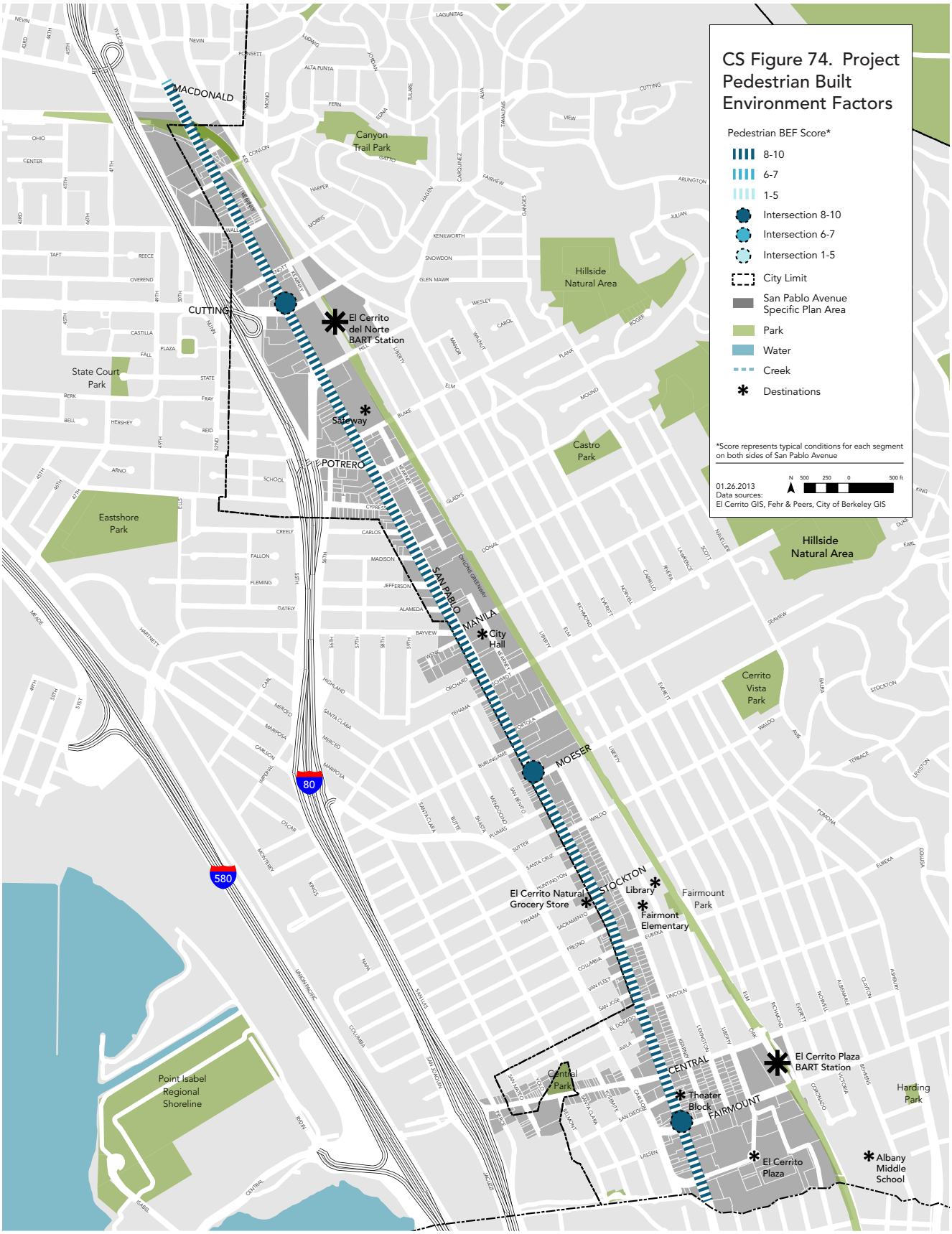
Table 03. Transit Built Environment Factors Level of Service presents the built environment factor level of service for transit. It evaluates quality of bus stops, and consistency with 'Designing for Transit' guidelines (AC Transit, 2004). The project proposes a High level of service standard for transit.

CS TABLE 03. TRANSIT BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE

Zone	Control	Location	Existing	Project*
SPA Uptown	Conlon St	NB	3	9
SPA Midtown	Moeser Ln	SB	7	9
SPA Downtown	Fairmount Ave	SB	4	9

* All bus stops are assumed to have bus bulbs, shelter, wayfinding information, bicycle parking, clear paths, and ADA accessible door zones in the proposed condition. Maximum score is 9.

CS Figure 73. View of prototypical proposed 72R bus platform and raised bike lane


CS Figure 74. Project Pedestrian Built Environment Factors
Pedestrian BEF Score*
8-10
6-7
1-5
Intersection 8-10
Intersection 6-7
Intersection 1-5
City Limit
San Pablo Avenue Specific Plan Area
Park
Water
Creek
Destinations
*Score represents typical conditions for each segment on both sides of San Pablo Avenue
01.26.2013
Data sources:
El Cerrito GIS, Fehr & Peers, City of Berkeley GIS
N
500 250 0 500 ft
MACDONALD
CUTTING
POTRERO
SAN PABLO
MANILA
MOESER
STOCKTON
CENTRAL
FAIRMOUNT
Canyon Trail Park
Hillside Natural Area
El Cerrito del Norte BART Station
Safeway
State Court Park
Castro Park
Eastshore Park
Hillside Natural Area
Cerrito Vista Park
City Hall
Fairmount Park
El Cerrito Natural Grocery Store
Library
Fairmount Elementary
El Cerrito Plaza BART Station
Central Park
Theater Block
Harding Park
El Cerrito Plaza
Albany Middle School
Point Isabel Regional Shoreline
80
580

3.04.02 PEDESTRIAN BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE

Pedestrian Level of Service was analyzed based on the existing and proposed project pedestrian built environment factors by segment and intersection. By segment it evaluates sidewalk width, presence of a buffer and crosswalk spacing. By intersection it evaluates the presence and quality of crosswalk markings, signalized crossings, curb extensions and other advanced treatments. The proposed design and FBC Sidewalk Zone requirements significantly improve the pedestrian environment in all three segments of the corridor. *CS Table 04. Pedestrian Environment Factors Level of Service – by Segment* and *CS Table 05. Pedestrian Built Environment Factors Level of Service – by Intersection* present the pedestrian built environment factors by segment and intersection, respectively. The project proposes a High level of service standard for pedestrians. See Appendix 4: Transportation Analysis for further analysis.

CS TABLE 04. PEDESTRIAN ENVIRONMENT FACTORS LEVEL OF SERVICE – BY SEGMENT

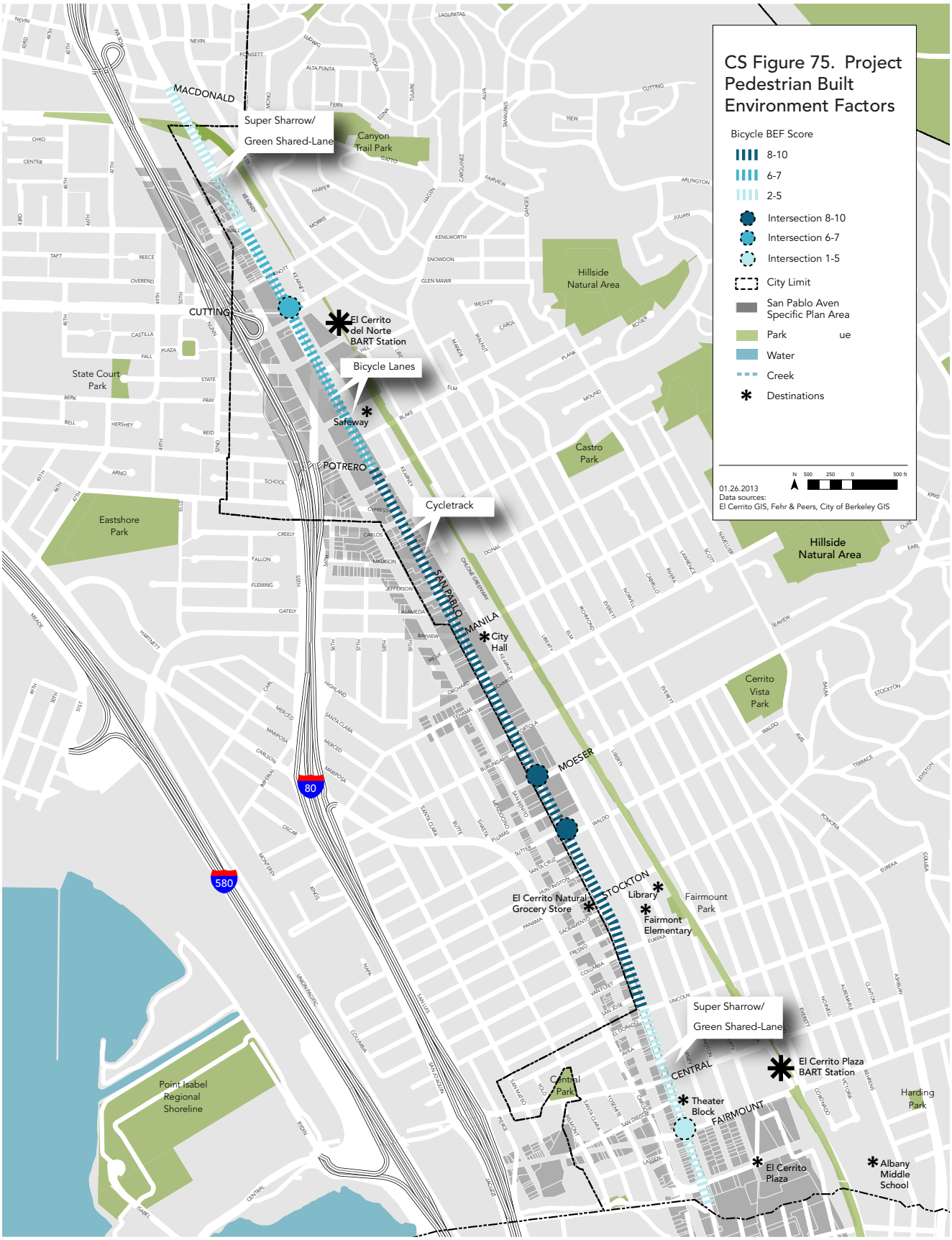
Zone	Segment	Existing	Project
SPA Uptown	Macdonald Ave. to Potrero Ave.	4	8*
SPA Midtown	Potrero Ave. to Lincoln Ave.	7	10
SPA Downtown	Lincoln Ave. to Albany City Limit	5	8*

* The FBC requires new developments to contribute private land to the sidewalk width and buffer space in the Uptown and Downtown zones, which would increase this segment score.

CS TABLE 05. PEDESTRIAN BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE – BY INTERSECTION

Zone	Control	Location	Existing*	Project
SPA Uptown	Signalized	Cutting Blvd.	7	10
SPA Uptown	Unsignalized	Mid-block at del Norte BART	0	8
SPA Midtown	Signalized	Moeser Ln.	7	10
SPA Midtown	Unsignalized	Plumas Ave.	0	10
SPA Downtown	Signalized	Fairmount Ave.	9	9
SPA Downtown	Unsignalized	San Diego St.	0	10

* Gray cells indicate that no crosswalk is currently marked.


CS Figure 75. Project Pedestrian Built Environment Factors
Bicycle BEF Score
8-10
6-7
2-5
Intersection 8-10
Intersection 6-7
Intersection 1-5
City Limit
San Pablo Aven Specific Plan Area
Park
Water
Creek
Destinations
01.26.2013
Data sources:
El Cerrito GIS, Fehr & Peers, City of Berkeley GIS
Super Sharrow/
Green Shared-Lane
Canyon Trail Park
Hillside Natural Area
El Cerrito del Norte BART Station
Bicycle Lanes
Safeway
State Court Park
Castro Park
Cycletrack
Eastshore Park
Hillside Natural Area
City Hall
Cerrito Vista Park
El Cerrito Natural Grocery Store
Library
Fairmont Elementary
Fairmount Park
Super Sharrow/
Green Shared-Lane
El Cerrito Plaza BART Station
Central Park
Theater Block
Harding Park
El Cerrito Plaza
Albany Middle School
Point Isabel Regional Shoreline
MACDONALD
CUTTING
POTRERO
SAN PABLO
MANILA
MOESER
STOCKTON
CENTRAL
FAIRMOUNT
80
580

3.04.03 BICYCLE BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE

Bicycle Level of Service was analyzed based on the existing and proposed bicycle built environment factors at segments and intersection approaches. By segment, blocks where no bicycle facilities are present receive a None score, blocks with sharrows receive a Low score, blocks with bike lanes receive a Medium score and blocks with separated cycle tracks receive a High score. The intersection assessment includes different measures for signalized and unsignalized intersections. At signals, measures include the striping design of the bicycle approach to/through the intersection, and the signal phase separation for buffered bike lanes. At unsignalized intersections, measures include the striping design of the bicycle approach at the intersection, the type of buffer (solid or striped) for buffered bike lanes, and whether visibility is good or poor (due to parking, landscaping, or other features). The Project design significantly improves the bicycle environment in the Midtown, where buffered cycletracks are proposed, as well as the parts of Uptown where Class II bike lanes are proposed. There are moderate improvements to the Uptown and Downtown segments where super sharrows are proposed, but these are seen as interim improvements that should be re-evaluated as future development occurs. *CS Table 06. Bicycle Built Environment Factors Level of Service – by Segment* and *CS Table 07. Bicycle built Environment Factors Level of Service – by Intersection Approach* present the bicycle built environment factors level of service at segments and intersection approaches, respectively. The project proposes a Medium to High level of service standard for bicyclists. In some areas of the corridor, achievement of this standard is challenging due to physical constraints, right-of-way, and other issues. However, though transit and pedestrian MMLOS is the main priority, bicycle facilities should not be allowed to remain 'Low' if measures to improve them to 'Medium' are available. See Appendix 4: Transportation Analysis for further analysis.

CS TABLE 06. BICYCLE BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE – BY SEGMENT

Zone	Segment	Existing	Project NB	Project SB
SPA Uptown	Macdonald Ave. to Wall Avenue	0	2	2
SPA Uptown	Wall Ave. to Cutting Blvd.	0	6	6
SPA Uptown	Cutting Blvd. to Potrero Ave.	0	6	6
SPA Midtown	Potrero Ave. to Lincoln Ave.	0	8	8
SPA Downtown	Lincoln Ave. to Albany City Limit	0	2	2

CS TABLE 07. BICYCLE BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE – BY INTERSECTION APPROACH

Zone	Control	Location	Existing	Project NB	Project SB
SPA Uptown	Signalized	Cutting Blvd.	0	7	6
SPA Midtown	Signalized	Moeser Ln.	0	10	10
SPA Midtown	Unsignalized	Waldo Ave.	0	10	10
SPA Downtown	Signalized	Fairmount Ave.	0	2	2

3.04.04 AUTO BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE

The automobile level of service analyzes the built environment factors at intersections during the AM and PM peak hours based on automobile delay. The proposed design has a minimal impact on the level of service, with the intersection at San Pablo Avenue and Eastshore Boulevard improving due to lane reconfigurations and the intersection of San Pablo Avenue, and two intersections expected to decline in condition in San Pablo Avenue Downtown. See Appendix 4: Transportation Analysis for further analysis.

CS TABLE 08. AUTOMOBILE BUILT ENVIRONMENT FACTORS LEVEL OF SERVICE – BY INTERSECTION

Zone	Control	Peak Hour	Existing	Project
SPA Uptown	Macdonald Ave	AM	C	C
SPA Uptown	Macdonald Ave	PM	E	E
SPA Uptown	Conlon Ave	AM	B	B
SPA Uptown	Conlon Ave	PM	B	B
SPA Uptown	Knott Ave	AM	B	B
SPA Uptown	Knott Ave	PM	B	B
SPA Uptown	Cutting Blvd	AM	D	D
SPA Uptown	Cutting Blvd	PM	C	D
SPA Uptown	Eastshore Blvd	AM	E	D
SPA Uptown	Eastshore Blvd	PM	E	D
SPA Uptown	Potrero Ave	AM	C	C
SPA Uptown	Potrero Ave	PM	C	C
SPA Midtown	Manila/Bayview	AM	A	A
SPA Midtown	Manila/Bayview	PM	B	B
SPA Midtown	Schmidt Lane	AM	B	B
SPA Midtown	Schmidt Lane	PM	B	B
SPA Midtown	Moeser Ln	AM	C	C
SPA Midtown	Moeser Ln	PM	B	B
SPA Midtown	Stockton Ave	AM	B	B
SPA Midtown	Stockton Ave	PM	B	B
SPA Downtown	Central Ave	AM	C	D
SPA Downtown	Central Ave	PM	C	D
SPA Downtown	Fairmount Ave	AM	B	C
SPA Downtown	Fairmount Ave	PM	C	C
SPA Downtown	Carlson Blvd	AM	C	C
SPA Downtown	Carlson Blvd	PM	D	D

3.04.05 PERSON DELAY ASSESSMENT

The Person Delay calculation uses person-delay for autos (using an estimated auto occupancy), pedestrians (using pedestrian counts and the signal timing plan) and bicycles (based on bicycle counts and the signal timing plan). For transit riders, the transit person delay is not reported on an intersection-specific basis, but as a corridor-long travel time, for the northbound and southbound directions. The assessment shows an improvement in average person delay at most intersections with the Project; at a few intersections, the delay is roughly the same with or without the Project. See Appendix 4: Transportation Analysis for further analysis.

CS TABLE 09. PERSON DELAY CALCULATIONS BY SCENARIO*

Zone	Intersection	Mode	2040 Conditions	2040 Project Plus Re-Design
SPA Uptown	Macdonald Ave	Auto	31.9 (63.4)	30.9 (61.9)
		Transit	44.8 (61.6)	43.9 (65.6)
		Pedestrian	67.8 (67.7)	67.8 (67.7)
		Bicycle	28.9 (37.9)	25.4 (38.9)
		Average	**35.3 (62.4)**	**34.3 (61.6)**
SPA Uptown	Conlon Ave	Auto	17.3 (18.7)	15.5 (18.9)
		Transit	8.8 (13.1)	8.7 (15.1)
		Pedestrian	32.1 (30.7)	30.9 (30.2)
		Bicycle	11.5 (13.9)	10.9 (15.1)
		Average	**15.5 (17.7)**	**14.1 (18.2)**
SPA Uptown	Knott Ave	Auto	11.6 (12.5)	11.8 (11.7)
		Transit	7.6 (10.1)	7.8 (8.4)
		Pedestrian	49.1 (54.6)	36.4 (37.4)
		Bicycle	9.8 (11)	10.0 (10.0)
		Average	**12.2 (13.1)**	**11.9 (11.7)**
SPA Uptown	Cutting Blvd	Auto	37.2 (32.4)	51.7 (48.2)
		Transit	35.8 (38.7)	54.7 (38.0)
		Pedestrian	120 (120.3)	76.0 (73.3)
		Bicycle	35.8 (30.2)	41.1 (39.5)
		Average	**40.2 (34.8)**	**52.7 (48.3)**
SPA Uptown	Eastshore Blvd	Auto	68.3 (79.8)	53.8 (47.3)
		Transit	59.6 (59.1)	41.1 (39.2)
		Pedestrian	108.1 (81.8)	68.8 (70.9)
		Bicycle	50.5 (36.6)	36.2 (41.0)
		Average	**68.4 (77.4)**	**52.6 (47.0)**
SPA Uptown	Potrero Ave	Auto	25.4 (23.4)	29.8 (28.2)
		Transit	5.1 (6.1)	11.6 (17.7)
		Pedestrian	64.2 (66.8)	64.2 (66.8)
		Bicycle	23.9 (20.7)	28.1 (25.7)
		Average	**23.2 (22.4)**	**27.9 (27.9)**
SPA Midtown	Manila/ Bayview	Auto	9 (13.4)	8.4 (15.0)
		Transit	38.3 (42.9)	37.6 (45.8)
		Pedestrian	54.7 (58.1)	54.7 (58.1)
		Bicycle	8.4 (12.1)	7.9 (14.0)
		Average	**15.2 (18.7)**	**14.5 (20.0)**

CS TABLE 09. PERSON DELAY CALCULATIONS BY SCENARIO*

Zone	Intersection	Mode	2040 Conditions	2040 Project Plus Re-Design
SPA Midtown	Schmidt Lane	Auto	11 (15.3)	10.2 (15.0)
		Transit	38.5 (42.1)	38.1 (45.4)
		Pedestrian	78.8 (76.5)	57.9 (60.1)
		Bicycle	9 (11.4)	8.6 (12.4)
		Average	**16.5 (20.5)**	**15.6 (20.0)**
SPA Midtown	Moeser Ln	Auto	21.9 (13.8)	22.2 (19.4)
		Transit	9.4 (4.4)	9.9 (7.1)
		Pedestrian	85.3 (78.4)	57.9 (60.5)
		Bicycle	17.1 (11.7)	17.9 (16.2)
		Average	21.1 (13.9)	20.9 (18.7)
SPA Midtown	Stockton Ave	Auto	18.7 (12.1)	15.8 (11.0)
		Transit	24.5 (20.1)	23.4 (19.6)
		Pedestrian	59.5 (62.7)	59.5 (62.7)
		Bicycle	12.7 (10.8)	12.1 (10.2)
		Average	20.5 (15.3)	17.9 (14.2)
SPA Downtown	Central Ave	Auto	36.5 (33.4)	36.5 (37.5)
		Transit	57.8 (58.9)	71.7 (62.7)
		Pedestrian	57.3 (61)	57.3 (61.0)
		Bicycle	31.7 (28)	31.9 (29.9)
		Average	**40.4 (37)**	**42.6 (40.7)**
SPA Downtown	Fairmount Ave	Auto	20.1 (21.9)	20.2 (28.4)
		Transit	14.4 (10.1)	15.5 (9.8)
		Pedestrian	58.2 (60.9)	58.2 (60.9)
		Bicycle	19 (19.3)	18.9 (20.8)
		Average	20.3 (23.3	20.6 (29.0)
SPA Downtown	Carlson Blvd	Auto	23.4 (43.6)	23.5 (42.6)
		Transit	16 (19.9)	16.7 (22.3)
		Pedestrian	58 (61.3)	58.0 (61.3)
		Bicycle	22 (31.9)	22.2 (32.3)
		Average	22.4 (43.4)	22.6 (42.6)

** Person Delay is reported in seconds using an "A.M. (P.M.)" format.*

3.05 DESIGN STANDARDS & GUIDELINES

3.05.01 INTENT

This section defines design standards and guidelines for the street right of way in the Plan Area. The standards and guidelines are the articulation of the City's intent to transform its streetscapes into public spaces that provide a high level of service for all users, thereby creating places for living, not just driving. The core principals of these standards and guidelines are to:

A. Design to accommodate all users

B. Design using the appropriate speed for the surrounding context

C. Design for safety

D. Create new types of street environments that reflect the values and desires of all users

3.05.02 RIGHT OF WAY (ROW) DESIGN STANDARDS

Appropriate design speed, which varies depending on the design standards and street type, is a key underlying foundation for creating complete streets. These speeds taken into consideration the conditions necessary to create a safe and comfortable environment for all modes of travel including pedestrians, bicyclists, transit users and motorists. San Pablo Avenue Commercial, San Pablo Avenue Community and Gateway Streets should have a design speed of 30 to 35 mph. Major Commercial Streets should have a design speed of 25 mph and Neighborhood Streets should have a design speed of 25 mph. Plaza Connections are shared spaces that should have design speeds as low as 5 mph. These design speeds are supportive of the economic development envisioned by the FBC and are consistent with the types of desirable new developments envisioned. ROW design standards have been developed for the following street elements:

- Travelled Way (Vehicular Travel Lanes)
- Intersection
- Pedestrian Way
- Universal Design

The design standards and guidelines articulated in this section build on street manuals, such as the AASHTO Green Book; the California Highway Design Manual (2012); the California Manual on Uniform Traffic Control Devices (MUTCD); Caltran's Main Street, California; the California Fire Code; the California Streets and Highways Code and California Vehicle; local street manuals, such as the Los Angeles County Model Design Manual for Living Streets; and publications from nationally recognized organizations, such as ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach (2010) and NACTO's Urban Bikeway Design Guide. For a map of the proposed area, including street types and bicycle accommodations, see *CS Figure 19. San Pablo Avenue Streetscape Design.*

3.05.02.01 Right of Way Design Standard Summary

Each street type must have a right of way configuration that is responsive to its context and supportive of the activities desired along each street. *CS Table 10. Pedestrian Right of Way Preferred Design Standards Summary** provides the preferred widths for each element on each street type, based on the desired design speeds. The widths of these facilities may change depending on additional needs of emergency access, constrained ROW, and other factors discussed in detail in the subsequent sections.

CS TABLE 10. PEDESTRIAN RIGHT OF WAY PREFERRED DESIGN STANDARDS SUMMARY*

	Sidewalk				Crosswalk
Street Type	Amenity Zone	Pedestrian Zone	Activity Zone	Curb Extension**	
SPA Uptown	6′	8′	4′	6′	10′
SPA Midtown	6′	8′	0	6′	10′
SPA Downtown	6′	8′	4′	7′-13′	10′
Major Commercial	6′	8′	4′	7′	10′
Gateway	4′	6′	0′	6′	10′
Neighborhood	5′	5-6′***	0′	7′	10′
Plaza Connection	Shared Pedestrian/ Bike/ Vehicular Way				10′

* Roadway dimensions vary block by block. Most prototypical dimension indicated. See Appendix 3: San Pablo Avenue Alternatives and Dimensions for additional details.

**Where applicable, such as at key intersections, mid-block crossings, etc.

*** 6′-0″min. clear pathway along commercial use, 5′-0″ min. clear pathway along residential use

CS TABLE 11. VEHICLE AND BICYCLE RIGHT OF WAY PREFERRED DESIGN STANDARDS SUMMARY*

	Travel Lane		Median	Bike Facility		Parallel Parking
Street Type	Through Lane	Turn Lane		Type	Width	
SPA Uptown	11′	10′	10-12′	Bike Lane	6′	NA
SPA Uptown	11′	10′	10-16′	Shared Roadway	NA	8′
SPA Midtown	11′	10′	10-12′	Cycle Track	7′	8′
SPA Downtown	11′	10′	10-16′	Shared Roadway	NA	8′
Major Commercial	11′	10′	NA	Shared Roadway	NA	7′
Major Commercial	10-11′	10′	NA	Bike Lane	6′	8′
Gateway	11′	10′	10-16′	Bike Lane	6′	8′
Gateway	11′	10′	10-12′	Shared Roadway	NA	8′
Neighborhood	11′	10′	10-16′	Shared Roadway	NA	7′
Neighborhood	9-10′	9-10′	0-12′	Bike Lane	5′	7′
Plaza Connection	Shared Pedestrian/ Bike/ Vehicular Way			N/A	N/A	N/A

* Roadway dimensions vary block by block. Most prototypical dimension indicated. See Appendix 3: San Pablo Avenue Alternatives and Dimensions for additional details.

3.05.02.02 Travelled Way Design Standards

3.05.02.02.01 Vehicular Travel Lanes and Turn Lanes

Travel and turn lane widths were designed to control speeds, accommodate multiple uses and maintain curbs and landscaping, where possible.

CS TABLE 12. TRAVEL LANE DESIGN STANDARDS*

Design Speed (Street Type)	Lane Width
30-35 mph (SPA, Gateway) Through Travel Lane	12′ max.
30- 35 mph (SPA, Gateway) Through Travel Lane	10′ min.
25 mph (Major Commercial) Through Travel Lane	11′ max.
25 mph (Major Commercial) Through Travel Lane	10′ min.
25 mph (Neighborhood) Through Travel Lane	10′ min.
Turn Lane	9-10′
5 mph (Plaza Connections)	NA*

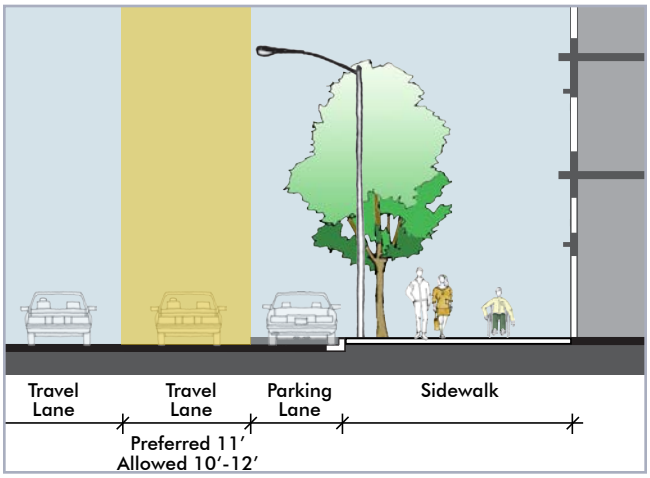
A. When next to a curb, measure lane widths to the curb face and include gutter pan.

B. Where possible, do not use travel lanes greater than 11 feet as they may cause unintended speeding. Reallocate excess space in travel lanes to other modes, parking, and planting areas

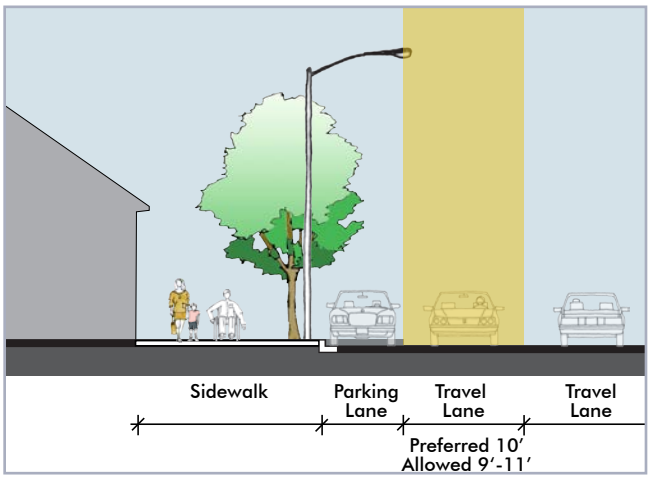
C. On San Pablo Avenue and Gateway Streets, consider a 2′ shoulder next to bulb-outs to allow for a preferred emergency access corridor of 23′ total or more.

D. Balance need for turn lanes for vehicle mobility with the need to manage speeds and pedestrian connectivity. Where possible, mitigate the impacts of left turn lanes on 30-35 mph streets with pedestrian refuges and channelization islands.

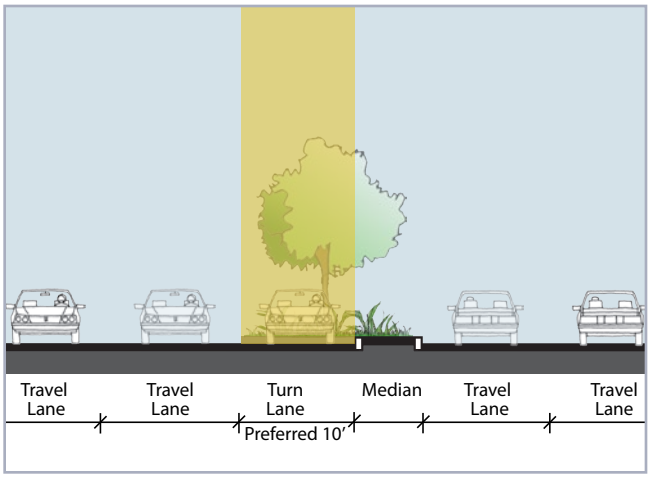
**Plaza Connection streets are shared spaces with no defined lane widths.*



CS Figure 76. Travel Lane Standards for San Pablo Avenue & Gateway Streets



CS Figure 77. Travel Lane Standards for Neighborhood Streets



CS Figure 78. Turn Lane Standards for All Streets

CS Figure 79. 11' Travel Lanes on San Pablo Avenue and Gateway Streets with Posted Speeds of 35 mph

CS Figure 80. Travel Lanes on San Pablo Avenue and Gateway Streets with Posted Speeds of 35 mph

CS Figure 81. Neighborhood Streets with 10' Travel Lanes

3.05.02.02.02 Emergency Access

All roadways must be engineered to support emergency response apparatuses and must be designed to meet requirements for width and height clearance, facilitate turning radii of apparatus and proper siting of fire hydrants. Turning radii of apparatuses are listed in *3.05.02.03 Intersection Design Standards.*

CS TABLE 13. EMERGENCY ACCESS STANDARDS

Design Speed (Street Type)	Total Width
30-35 mph (SPA, Gateway)	23′ Preferred.
30-35 mph (SPA, Gateway)	26′ max.
30-35 mph (SPA, Gateway)	20′ min.
All Other Streets (Major Commercial)	20′ Preferred.

A. Require a minimum 20′ of unobstructed roadway for emergency access and a vertical clearance of no less than 13′-6″.

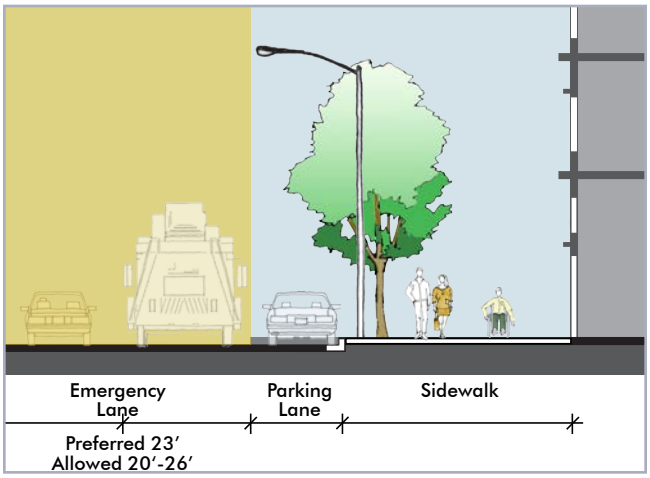
B. For high traffic volume streets with design speeds of 30-35 mph (San Pablo Avenue and Gateway Street Types), emergency access roadways should be about 23′ wide. This allows for emergency vehicles to bypass parked cars and two side-by-side vehicles that have temporarily stopped.

C. Mitigate the impacts of divided roadways (streets with median) with two 11′ travel lanes on emergency vehicle mobility through the installation of mountable curbs along the median and buffer striping for parking and bike lanes.

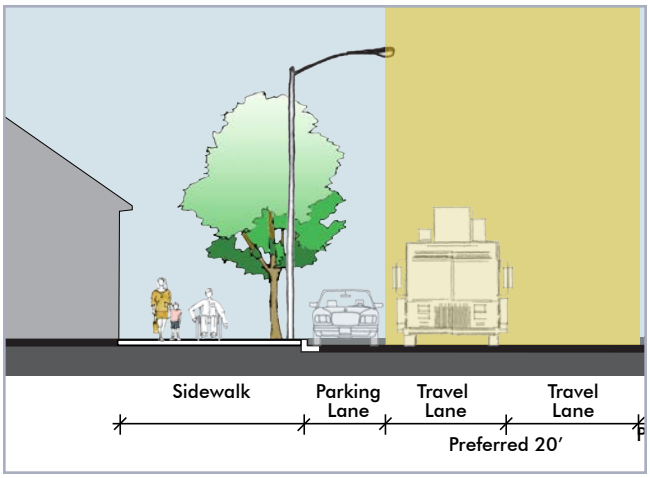
D. Provide mountable paved areas within medians for emergency access at key intervals along long stretches of divided roadways

E. Locate fire hydrants in the street ROW to be no more than 7′ laterally from emergency vehicles. Where possible, allow fire hydrants in landscaped areas in parking lanes and bulb-outs to accommodate this distance.

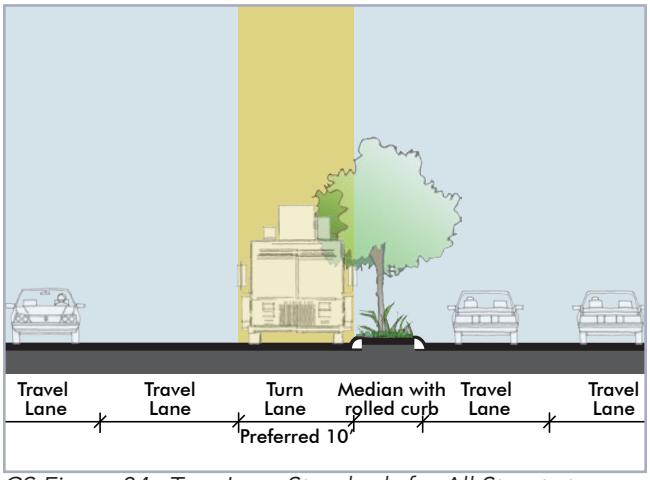
F. Where needed, allow painted red curbs to be more than 15′ long for additional fire hose clearance.



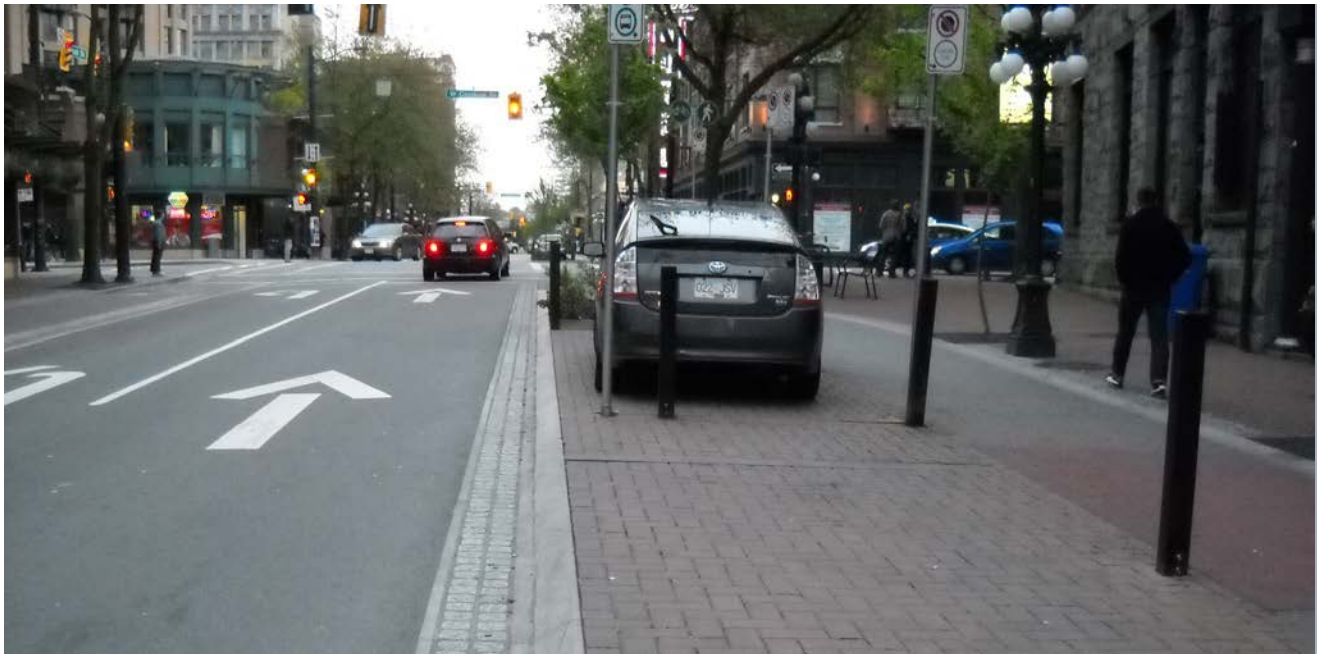
CS Figure 82. Travel Lane Standards for San Pablo Avenue & Gateway Streets to accommodate Emergency Access



CS Figure 83. Travel Lane Standards for Neighborhood Streets to accommodate Emergency Access



CS Figure 84. Turn Lane Standards for All Streets to accommodate Emergency Access



CS Figure 85. Mountable curbs

CS Figure 86. Existing mountable medians on San Pablo Avenue for emergency access

3.05.02.02.03 Parking Lanes

Parking Lane width specifications are provided in *CS Table 14. Parking Lane Standards.*

CS TABLE 14. PARKING LANE STANDARDS

Design Speed (Street Type)	Lane Width (Angle)
30-35 mph (SPA, Gateway)	8′ Preferred (0), 7′ min
25 mph (Major Commercial, Neighborhood)	7′ Preferred (0) 15′(45), 16.5′ (60)

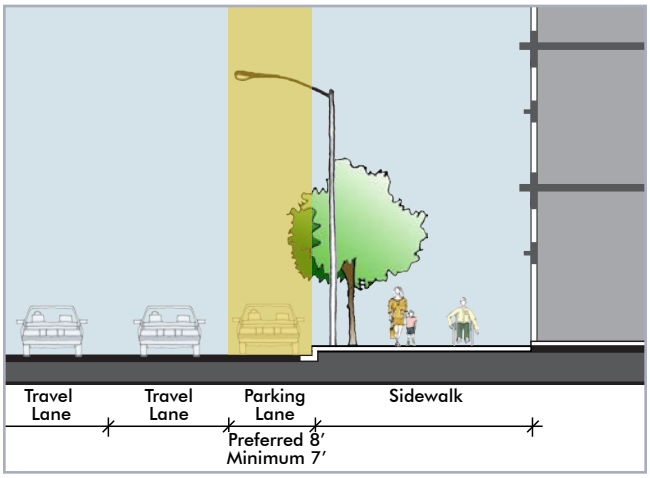
A. Allow multi-purpose use of parking spaces on San Pablo Avenue Commercial, Major Commercial Street and Neighborhood Streets with adjoining commercial land uses.

1. During special event days and underutilized periods, repurpose parking spaces as temporary usable open spaces.

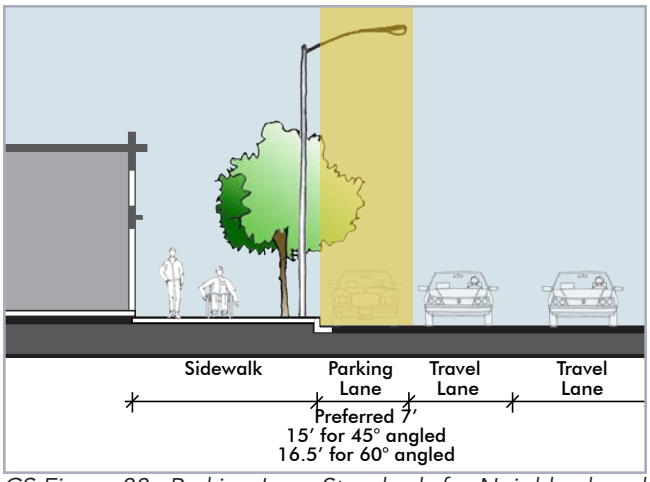
2. Allow parklets on one or more parking spaces in commercial areas that desire outdoor seating spaces. Design and maintain parklets as a partnership between City and local businesses, residents, or neighborhood associations

B. Where possible, allocate excess roadway to be repurposed as parking assist areas between parking and travel lanes to allow doors to be opened more safely and for vehicles to enter and exit spaces with a higher degree of safety.

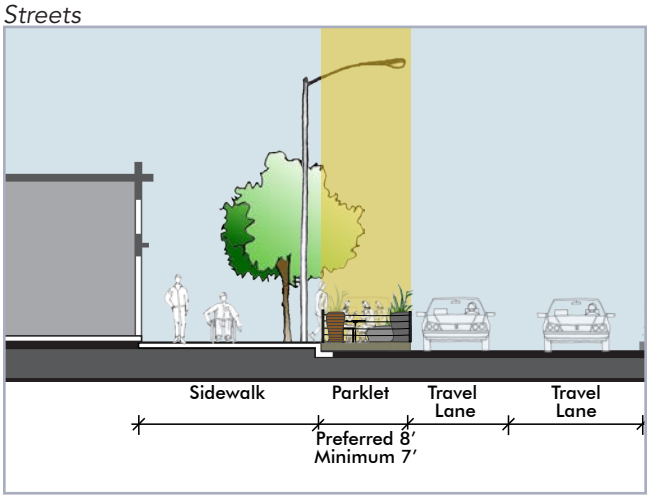
C. Consider permeable paving, such as pervious concrete or pavers, for stormwater management and traffic calming purposes.



CS Figure 87. Parking Lane Standards for San Pablo Avenue & Gateway Streets



CS Figure 88. Parking Lane Standards for Neighborhood Streets



CS Figure 89. Parklet in Parking Lane Standards

CS Figure 90. Head-in diagonal parking lane

CS Figure 91. Permeable paving in parking lane

CS Figure 92. Parklets in parking lane

3.05.02.02.04 Bike Lanes and Facilities

Preferred bike facility width standards were developed based on available ROW, existing best practices and associated Street Type speeds. Exceptions are provided below:

CS TABLE 15. BIKE FACILITY DESIGN STANDARDS

Design Speed (Bike Facility)	Bike Traffic
Bike Lanes	4′ min., 8′ max
Buffer Bike Lanes	4′ min., 8′ max
Cycle Tracks	7′ min., 10′ max
Plaza Connection	Integrated

A. Provide bike lanes and buffered bike lanes with the following considerations:

1. Min. 5′ from face of curb or 6′ next to parallel parking so cyclists can ride outside the door zone.

2. Delineate bike lanes with two stripes, one on each side of the lane when next to parking

3. Explore elevating bike lanes by 2″ to 4″ with a traversable curb

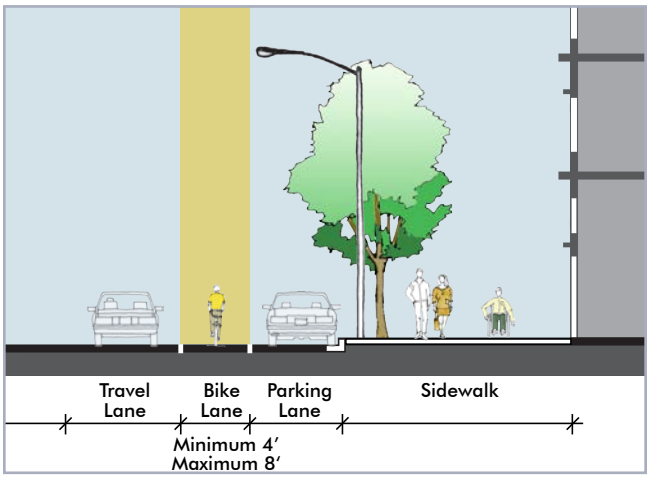
B. Provide cycle tracks (protected bike lanes) with the following considerations:

1. Provide 2′ to 3′ wide buffer next to parallel parking so cyclists can ride outside the door zone.

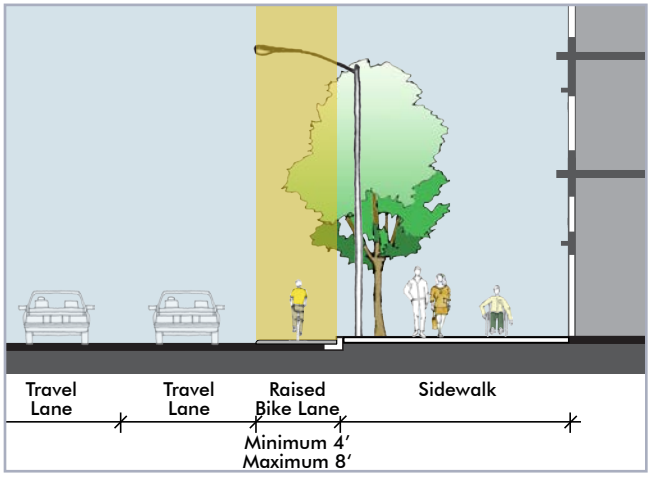
2. Choose buffered bike lanes over cycle tracks when cost, operations and maintenance reasons are very constrained.

C. Consider shared-lane marking stencils (commonly called sharrows) as additional treatment on all facilities, especially shared roadways.

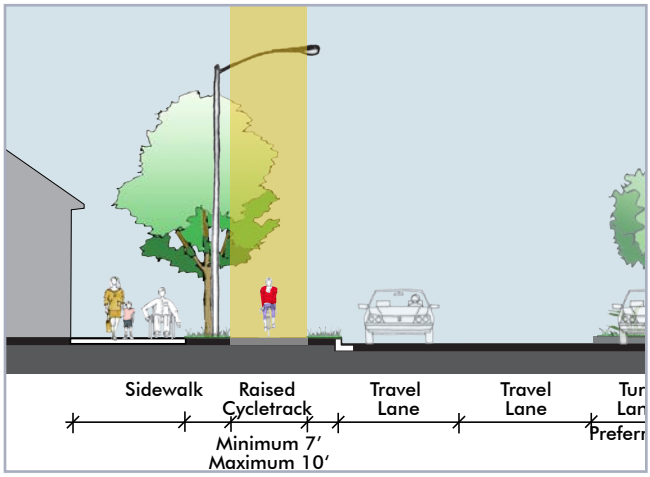
D. Refer to the El Cerrito Active Transportation Plan (in development 2014) for detailed bike facility standards and guidelines.



CS Figure 93. Bike Lane Standards



CS Figure 94. Buffered Bike Lane Standards for Neighborhood St



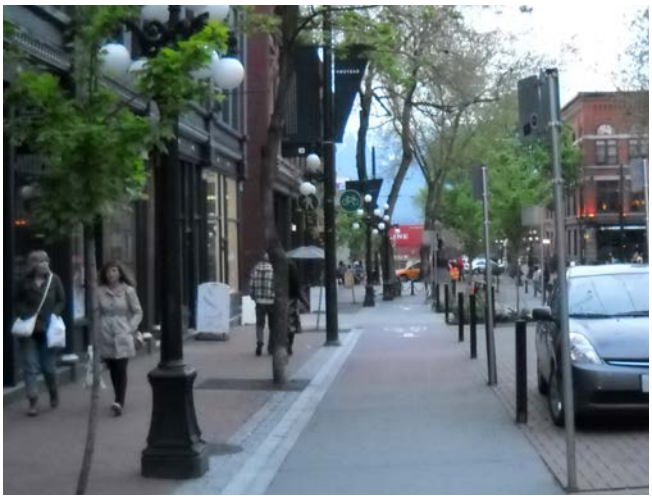
CS Figure 95. Raised cycletrack standards for San Pablo Avenue & Gateway St

CS Figure 96. Green lane on shared roadways (Super Sharrow)

CS Figure 97. Bike lane with striping on both sides

CS Figure 98. Buffered bike lane

CS Figure 99. Striped cycle track



CS Figure 100. Raised cycle track

CS Figure 101. Raised cycle track

3.05.02.02.05 Medians

Preferred median width specifications were developed based on existing conditions and to accommodate additional on-street, multimodal facilities. Additional information and exceptions are provided below:

CS TABLE 16. MEDIAN DESIGN STANDARDS

Street Type	Width
Median for Access Control	4′ min.
Median for Pedestrian Refuge	5′ min.
Median for Trees & Lighting	5′ min.*
Median for Single Left Turn and Pedestrian Refuge	15′ min

** For ROW sections owned by Caltrans co-ordination will be required.*

A. Extend median nose beyond the crosswalk to provide an enclosed pedestrian refuge.

B. Design of median should allow for following emergency access modifications:

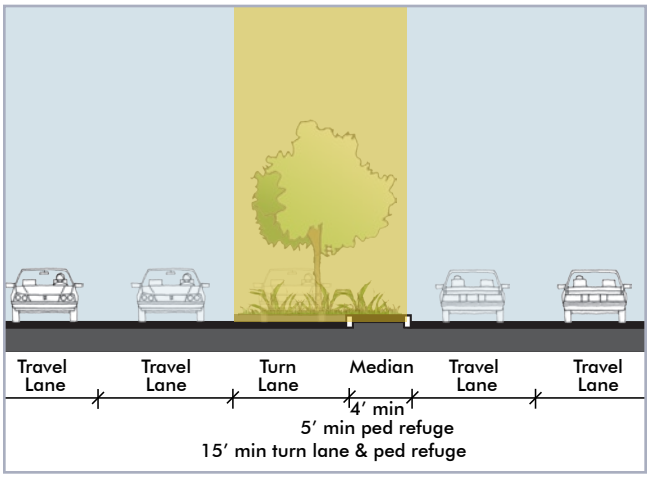
1. Mountable curbs
2. Periodic breaks in landscaping to allow for median crossings by emergency vehicles

C. Plant and maintain landscape in medians to consider the following:

1. Ensure trees have at least 14′ canopy clearance from finished top of curb elevation
2. Ensure low level planting is no more than 18″ from finished top of curb elevation
3. Ensure that trees and other landscaping does not obstruct motorists' views of standing pedestrians waiting to cross
4. Allow clear views of business signage

D. Allow gateway elements, such as artwork or monumental signage, in median

E. Follow current Master Street Tree List and Form-Based Code Section 2.05.08 Landscaping, Fencing and Screening Standards



CS Figure 102. Median Standards for San Pablo Avenue & Gateway Streets

CS Figure 103. Median Design Standards with left turn pockets and pedestrian refuges at intersections

* Tree Planting in the parking lane will strive to maintain existing parking. The trees will be located to highlight key commercial corridors, lower travel speed, and not impede street sweeping

CS Figure 104. Desirable existing planting along San Pablo Avenue at northern gateway based on full canopy, regular street tree planting, and low level planting

CS Figure 105. Minimum planting width

CS Figure 106. Clear canopy clearance

CS Figure 107. Desirable pedestrian refuge at intersection

3.05.02.03 Intersection Design Standards

3.05.02.03.01 Turning Radii

The shape of a corner curb radius (the radius defined by two sidewalks on perpendicular streets that come together at a corner) has a significant effect on the overall operation and safety of an intersection. Compact intersections and smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed. For cross-sections of travel lane standards, refer to Figures 76, 77, and 78 in Section 3.05.02.02.01.

A. General

1. Where possible, avoid free flowing movements.

2. Provide pedestrian refuges if the crossing distance exceeds 40'.

3. Explore striping bike lanes and through travel lanes with dashes in long undefined intersections on San Pablo Ave and Gateway Streets

B. Design Considerations

1. Use passenger vehicles as the default design vehicle for Major Commercial and Neighborhood Streets.

2. Provide a default corner radii of 15' for Major Commercial and Neighborhood Streets. Explore encroachment by larger vehicles onto multiple receiving lanes, especially when the truck or bus (control vehicle) is larger than the passenger vehicle.

3. Infrequent vehicles can be allowed to encroach on multiple departure lanes and partway into opposing traffic lanes.

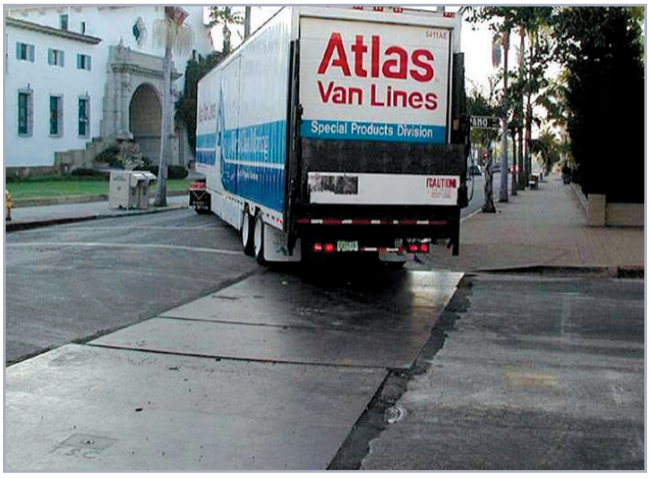
4. Provide right-turn lanes where there is a heavy volume of right turns exceeding 200 vehicles per hour or more.

5. Provide a yield sign and at least a 60 degree angle between traffic flows, which reduces turning speeds and improves yielding drivers's visibility of pedestrians and vehicles.

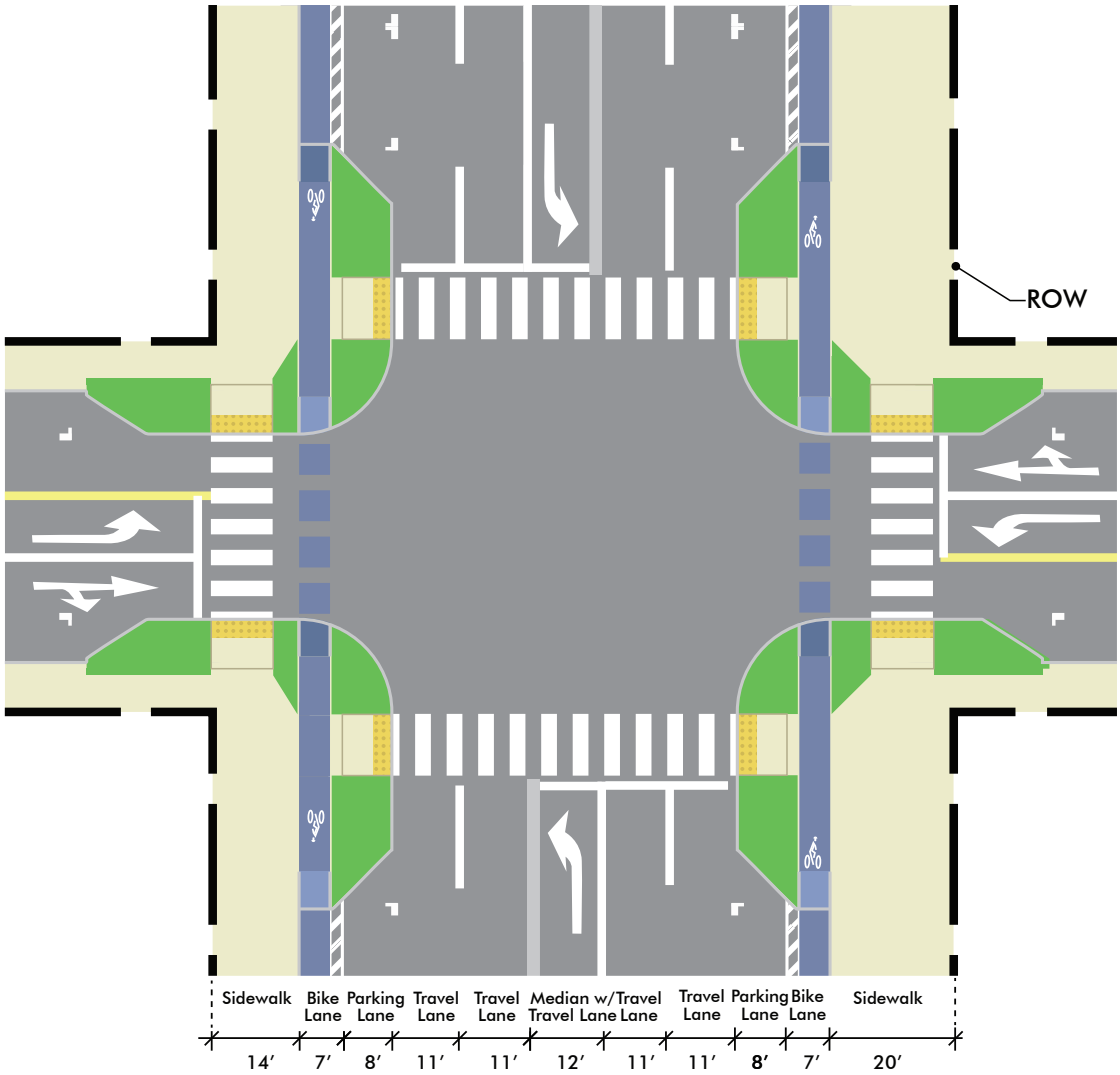
6. The crosswalk length for the signal timing should be measured from the center of one curb ramp at face of curb to the center of the opposing curb ramp at face of curb.

CS Figure 108. Intersection with dashed striped bike lane

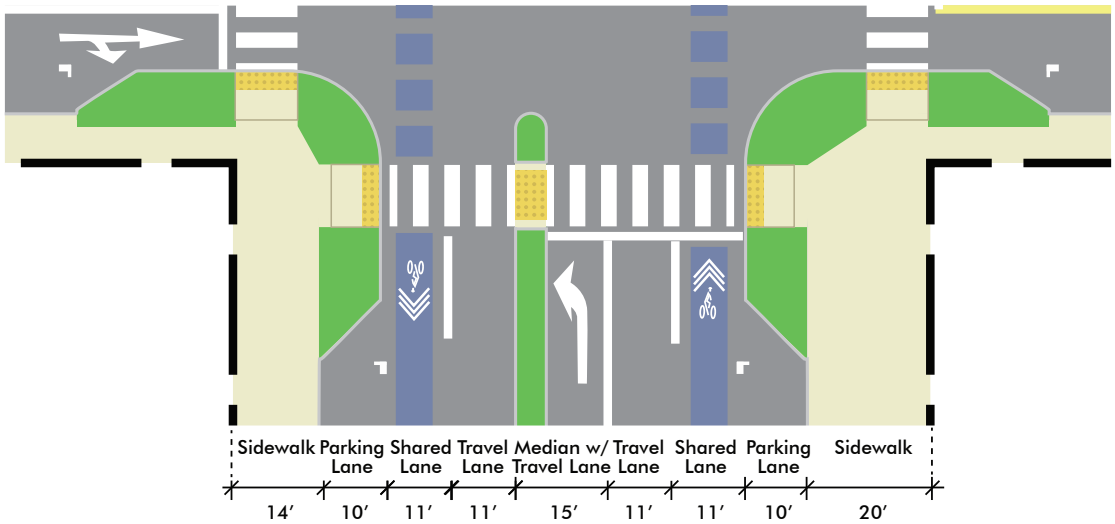
CS Figure 109. Dashes for travel lanes in long intersections



CS Figure 110. Infrequent vehicle encroaching into oncoming lane



CS Figure 111. San Pablo Avenue prototypical intersection with cycle track



CS Figure 112. San Pablo Avenue prototypical intersection with shared bike lanes

3.05.02.03.02 Crosswalks

Marked crosswalks are an essential tool for helping pedestrians move safely, conveniently and predictably across roadways. When treated with decorative paving material, crosswalks also provide a unique streetscape design that emphasizes a pedestrian's presence and creates a sense of place.

Crosswalks are present by law at all approximately right angle intersections unless the pedestrian crossing is specifically prohibited. At mid- block locations, crosswalks only exist where marked and these markings legally establish the crosswalk.

A. Placement

1. Provide clearly marked crosswalks at all controlled intersections and at intersections of key streets. Ensure all crosswalks have ramps for ADA access.

2. Locate crosswalks at mid-block crossings as indicated in the Street Types Plan.

3. The decision to mark a crosswalk at an uncontrolled intersection should be guided by an engineering study, using the guidance provided in the California Manual on Uniform Traffic Control Devices Section 3B.18, and by the latest studies from the National Cooperative Highway Research Program. Consider the number of lanes, presence of a median, distance from adjacent signalized intersections, pedestrian volumes and delays, average daily traffic, posted or statutory speed limit or 85th percentile speed, the geometry of the location, the possible consolidation of crossing points, the availability of street lighting, and other factors.

B. Dimensions

1. Encourage the addition of pedestrian refuges with crosswalks more than 40' long.

2. For roads with more than one travel lane in one direction, stripe the stop line at least five feet from the crosswalk.

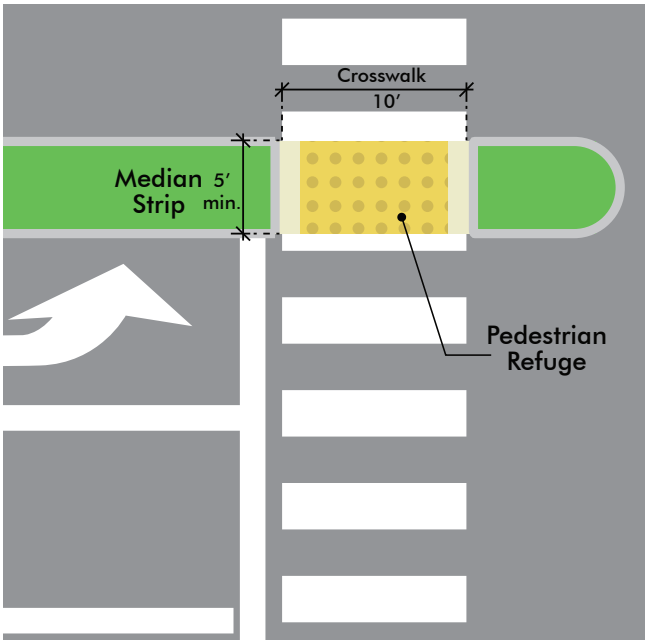
3. Crosswalks should be at least 10' wide but may be wider in locations with high pedestrian demand or narrow sidewalks.

C. General

1. Where possible, provide bulb-outs at intersections and mid-block crossings to minimize crossing distance and increase pedestrian safety and visibility.

CS Figure 113. Mid-block crossing

CS Figure 114. Wide crosswalk with bollards



CS Figure 115. Crosswalk with Pedestrian Refuge Plan View

2. Explore using special paving material for crosswalks to heighten visibility and lend identity to the area.

3. Ensure adequate signage and pavement markings at crosswalk locations are installed for motorists and pedestrians.

D. Mid-Block Crossings

1. Enhance through the use of signage, striping, signalization, or special treatments such as flashing beacons, special paving materials, or raised crossings;

2. Construct in combination with mid-block curb extensions

3. Include pedestrian lighting oriented toward the crossing.

4. Provide directional crosswalks in the median.

E. Paving

1. Special intersection paving treatments may be instituted within crosswalk markings or across an entire intersection at key locations.

F. Pedestrian Signals

1. Pedestrian signals should allow sufficient time for all pedestrians to cross the street. For intersections serving high levels of vulnerable users, such as the elderly, disabled and children, explore allowing crossing speeds as slow as 2.5 feet per second to cross the entire street if they step off the curb at the beginning of the walk phase.

2. Pedestrian 'head-start signals': Leading pedestrian intervals should be considered at signalized intersections with a high incidence of pedestrian conflicts and right-of-way violations.

G. Curb Ramps

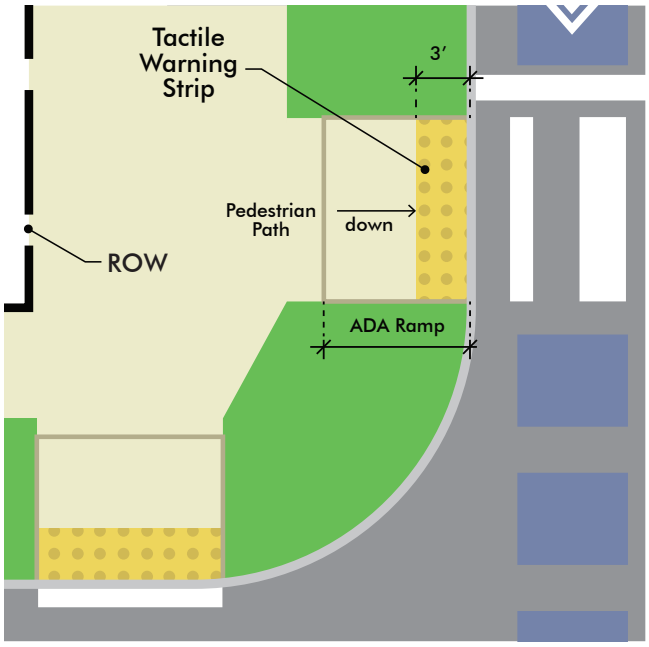
1. Curb ramps should be installed parallel to the direct path of travel across an intersection. At four- way intersections, two curb ramps should be installed at each corner except in the case of raised crosswalks at sidewalk grade.

2. A 3 foot deep detectable warning surface is required where the ramp, landing, or blended transition connects to a crosswalk.

3. No landscaping shall be installed in the sidewalk area located within the width of the crosswalk access route.

CS Figure 116. Special paving within crosswalk

CS Figure 117. Pedestrian signal



CS Figure 118. Two-directional ADA Curb Ramp Plan View

3.05.02.04 Pedestrian Way Design Standards

Width of the Pedestrian Way was developed as part of the Form-Based Code to accommodate street-activating uses and a clear path of travel for all users.

CS TABLE 17. SIDEWALK DESIGN STANDARDS

	Sidewalk			
Street Type	**Amenity Zone**	**Pedestrian Zone**	**Activity Zone**	**Curb Extension**
SPA Uptown	6′	8′	4′	6′
SPA Midtown	6′	8′	0	7′-13′
SPA Downtown	6′	8′	4′	8′
Major Commercial	6′	8′	4′	7′
Gateway	4′	6′	0′	6′
Neighborhood Street	5′	5-6′*	0′	7′
Plaza Connection	Shared Pedestrian/ Bike/ Vehicular Way			

* 6′-0″min. clear pathway along commercial us, 5′ min. clear pathway along residential use

A. General

1. Have clear, contiguous and unobstructed ADA accessible sidewalks on all streets.

2. Depending on desired private edge condition, design sidewalks to be used as an active place of commerce, outdoor dinning, informal food kiosks, etc.

3. Create pedestrian easements where needed within the private realm, as per FBC standards, to provide wider ADA accessible sidewalks and trees and landscaping amenities in the pedestrian realm.

4. Minimize the use of driveways along sidewalks to reduce the impact on pedestrian safety and overall quality of pedestrian environment.

3.05.02.04.01 Sidewalk Zones

A. Element Widths

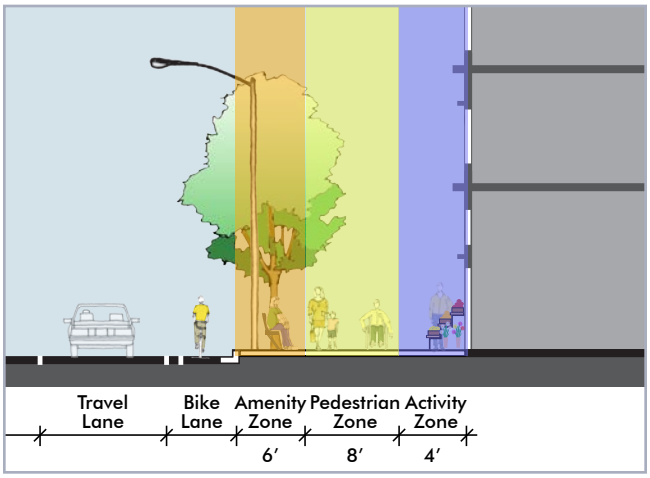
1. The Activity Zone will be 4 feet wide minimum on San Pablo Avenue Uptown, San Pablo Avenue Downtown and Major Commercial Streets.

2. Provide all key elements such as street lights, pedestrian lights, traffic signals, street signage, street trees, planting areas, etc. in the Amenity Zone.

3. Provide elements that support social and commercial functions, such as furniture for outdoor seating and dining and shade trees in the Activity Zone.

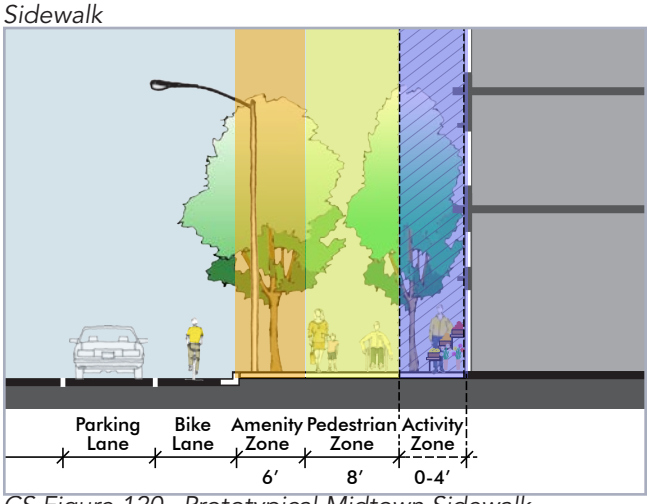
4. Allow Amenity Zone functions to be used as an Activity Zone on Major Commercial and Neighborhood streets.

5. Allocate, where needed, excess sidewalk space to fulfill setback requirements for adjoining private development.

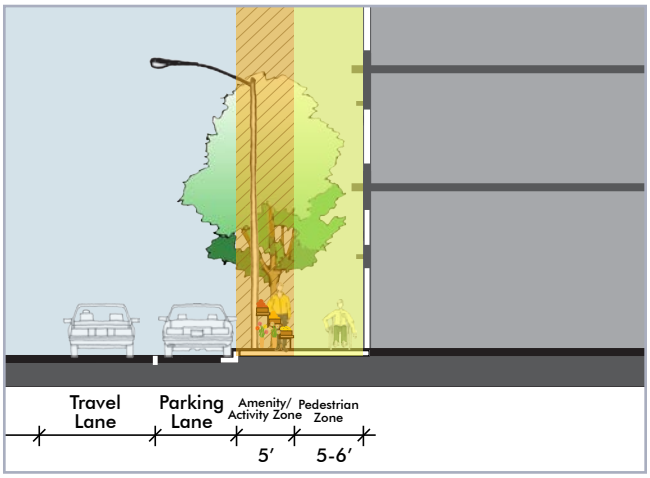


CS Figure 119. Prototypical Uptown/Downtown Sidewalk

CS Figure 122. Pedestrian zone



CS Figure 120. Prototypical Midtown Sidewalk



CS Figure 121. Prototypical Neighborhood Street Sidewalk

3.05.02.04.02 Planting

A. General

1. Where fast moving travel lanes are located immediately next to sidewalks, locate planter strips between sidewalks and roadway to provide a safety buffer for pedestrians.

2. Allow tree wells to be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks.

3. Use above-ground planters where sidewalk width is insufficient or the cost to construct planter strips is prohibitive to provide additional vegetation.

4. Plan landscaping and select species that provide shade, reduce heat gain and can help reduce light and glare impacts.

5. Provide 6' wide planter areas and tree wells along San Pablo Avenue and Major Commercial streets. Where right-of-way is constrained, allow 5' wide planter strips and tree wells.

6. Where planting strip is constrained to 4' or less, explore the use of structural soil 2' to 3' deep and minimum 8' fet long in planting strips and under sidewalks in lieu of standard aggregate base.

7. Consider locating street trees within bulb-outs in parking lane where sidewalks are narrow, or to create a double row of trees at key locations, where appropriate.

8. Ensure at least 12' canopy clearance from finished sidewalk elevation to provide clear emergency and service access, not block light from pedestrian-scale street lights, and allow for a visual connection along sidewalks and medians.

9. Maximize opportunities for 4' wide minimum stormwater planters and bioswales within the planting strip area.

10. Allow opportunities for urban agricultural lots along Neighborhood Streets.

11. When on-street parking is present, maintain a minimum 4' wide path every 20 feet for sidewalk egress and access

CS Figure 123. Tree planted in bulb-out

CS Figure 124. Proposed planting to build upon existing plant palette

3.05.02.04.03 Bulb-outs

A. General

1. Curb extensions (also called bulb-outs) extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at key locations; they can be used at corners and at mid-block locations to shorten crossing distances. They may be considered in the parking lane where appropriate to accommodate sufficient landscaping.

2. Design bulb-outs to incorporate green infrastructure installations such as stormwater planters; to create public spaces such as pocket parks; and/or to facilitate transit operations with bus stops and waiting areas.

B. Dimensions

1. Bulb-out width should be maximized based on space for adjacent vehicle and bicycle travel lanes.

2. Provide up to 2' shy distance for bulb-outs along San Pablo Avenue and Gateway streets for enhancing emergency access.

CS Figure 125. Wide sidewalk with green infrastructure

CS Figure 126. Bulb-outs for placemaking

3.05.02.05 Universal Design Standards

These standards are designed to help create streets that accommodate all users, including people who are disabled. Considerations and accommodations for disabled users are integrated throughout this Plan, and comply with or exceed all requirements of the Americans with Disabilities Act (ADA). Integrated considerations include:

A. A clear contiguous minimum 5' wide path should be provided at all times in the street ROW.

B. Street furniture should not impact any part of ADA accessible pathway. Where there is need for ADA accessible pathways in the Amenity Zone (e.g. at bus stops) or in the Activity Zone (e.g. entrances to buildings, etc), a clear unobstructed ADA accessible pathway should be provide at all times.

C. Streetscape elements such as parking meters, etc should be about 2' from wheelchair ramps;

D. Require a clear, unobstructed, contiguous, minimum 8' wide ADA accessible boarding and unboarding area at all transit shelters.

E. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities, as well as companion seating that enables wheelchair users to sit next to friends or family members.

F. Locate permanent ADA accessible seating areas every ¼ mile along Major Commercial Streets and Neighborhood Commercial Streets.

G. Curb ramps should be installed parallel to the direct path of travel across an intersection. At four-way intersections, two curb ramps should be installed at each corner except in the case of raised crosswalks at sidewalk grade.

H. The sidewalk should be clear of all vertical obstructions, such as poles, fire hydrants, street furniture, and other elements for a width of at least 5'. These obstructions should be placed in the Amenity Zone or behind the sidewalk.

I. Consider the need for on-street ADA-accessible parking spaces.

CS Figure 127. Illustrative photographs showing ADA accessibility

CS Figure 128. Illustrative photographs showing ADA accessibility on Major Commercial and Neighborhood Streets.

3.05.03 PLACEMAKING AND "RE:STREET" ACTIVATION

The intent of these guidelines is to create active public spaces along the sidewalks wherever possible by employing placemaking elements, such as **re:Streets strategies, distinct materials, street furniture, wayfinding, and street lighting elements**.

3.05.03.01 re:Streets Design Characteristics

The re:Streets approach considers and addresses the livability of a street and yields an urban environment with the following characteristics:

A. Mobility and access for all modes of travel are accommodated.

B. All members of the community are accommodated and made to feel welcome, including people of varying ages and abilities.

C. Space is provided for a diversity of social and solitary activities that appeal to a wide range of interests.

D. Space is often flexible to allow for changes in use, community expression, and the accommodation of a range of interests in the same facility.

E. Temporary uses, such as markets and festivals, encourage local 'owning' of the public space and commerce within the public right-of-way.

F. Customization and accommodation of the community's needs and interests is accomplished through urban agriculture programs of varying scales.

G. Resource conservation and the community's connection to the ecosystem is accomplished through the integration of green infrastructure.

CS Figure 130. Placemaking requires careful consideration of materials, furniture, lighting, and wayfinding elements

CS Figure 129. El Cerrito has a rich tradition of developing innovative placemaking strategies

3.05.03.02 Distinct Materials

A. Create a unique design palette for streetscape materials and landscaping. Include a variety of colors, patterns, textures, and fragrances for both paving and plantings, and consider durability, appearance, and maintenance through all seasons.

B. Utilize variety in planting and tree placement, such as accent trees planted closer together, to announce gateway locations and other key nodes. For more information on Landscaping Requirements, see *Section 2.06.03 Planting Standards of the Form Based Code.*

C. Incorporate paving pattern, color, and texture in sidewalks, crosswalks, plazas, bulb-outs and pedestrian refuges to give identity to each character area.

D. Build on the existing palette of San Pablo Avenue paving treatments and materials to strengthen the sense of identity.

3.05.03.03 Art

Public art can provide a street or zone with a theme or identify a neighborhood gateway. At a pedestrian scale, public art adds visual interest to the street experience.

A. Incorporate a strong sense of expressive and multi-cultural art elements on streets and in other public spaces.

B. Integrate art in wayfinding signage, including gateway announcements.

C. Explore opportunities for artistic design of street furniture, bike racks and bus stops.

D. Encourage the artistic design of sidewalk and crosswalk paving.

E. Where possible, promote the installation of sculptures and artistic details to commemorate the strong multicultural history of El Cerrito and San Pablo Avenue.

F. Promote a high intensity of artistic elements and sculpture within key commercial nodes such as at Moeser, Stockton, Cutting and Fairmount.

G. Explore rotating art pieces in public spaces to provide a dynamic display space.

H. Explore the use of artistic elements at key gateways into the neighborhood as people access it by public transportation, vehicles and bicycle.

CS Figure 131. Distinctive paving materials can be used to distinguish a crosswalk or enliven a sidewalk with art. Three dimensional artwork may also be installed at a variety of scales.

3.05.03.04 Flexible Spaces

Streets designed to be social nodes help build trust and a sense of community by providing opportunities to meet and get to know ones' neighbors, while increasing safety by providing eyes on the street. For more information on how to provide active social streetscapes, see *3.05.04.02.01 Seating.*

A. Implement flexible travel and parking lanes on Major Commercial and Neighborhood Commercial streets that can be used for different uses during certain times of the day or week, such as using a parking lane to park a food truck.

B. Explore creating regularly flexible blocks, such as low traffic-volume blocks that may be temporarily closed for use as farmers' markets or regular food truck gathering events.

C. Incorporate movable features, such as seating, container planting, screens, bollards, etc. that can be used to change the size and scale of spaces.

D. Integrate elements that minimize maintenance costs, such as pneumatic bollards that can temporarily close blocks or travel lanes.

E. Ensure all gathering areas feel safe and secure by maintaining clear sight lines and incorporating other crime prevention through environmental design (CPTED) principles.

F. Program spaces as neighborhood sharing stations for books, clothes, etc., as well as neighborhood notice boards.

G. Provide a variety of gathering areas for people of all age groups and physical abilities.

CS Figure 132. Alternative uses of the parking lane are encouraged

CS Figure 133. "Off the Grid" a food truck market on Fairmount Avenue in El Cerrito

3.05.03.05 Urban Agriculture

Urban agriculture provides access to nutritious food, strengthens biodiversity and provides opportunities for community collaboration and engagement.

A. Locate in communities that have expressed interest in having urban agricultural access and can thus be relied on to maintain these areas.

B. Site urban agriculture on streets with traffic speeds that allow various activities, such as planting, weeding and harvesting, to be conducted safely and conveniently.

C. Irrigation of food plants that will be consumed by humans must be from a potable source or a recycled water source of appropriate quality to ensure safety.

D. Encourage public and community participation in constructing and maintaining urban agriculture and minimizing vandalism.

E. Provide a 2 foot buffer for planted areas from the adjoining parking lane to comfortably allow car doors to open and for passengers to enter and exit a car.

F. If the planted area is in a median or sidewalk next to a travel lane, provide approximately 3 feet as a buffer from the face of the curb.

CS Figure 134. Urban agriculture can fit into many different kinds of spaces and be mixed with traditional landscaping materials

3.05.03.06 Street Vending

A. Encourage temporary street vending along the public ROW, located in the Activity Zone or along passive edge conditions like parking lots.

B. Where possible, design Activity and Amenity Zones, bulb-outs and other areas along the sidewalks so that street vendors can set up temporary carts or tables.

C. Street vending should not encroach on the pedestrian path of travel and ensure that at least 5 feet of contiguous sidewalk should remain clear for pedestrian traffic.

D. Temporary vehicles, like food trucks, are encouraged to stop in on-street designated parking spaces. Motored-vendors will need to follow the parking rules relevant to individual streets and neighborhoods.

E. Vehicles parked in a designated street vending zone may not exceed 18 feet in length and 7 feet in width.

F. Design streets to keep in mind the unique demands of street vending including access to water, power and disposal of trash and waste.

CS Figure 135. Flowers being sold along a sidewalk

3.05.03.07 Wayfinding Elements

The purpose of streetscape signage and wayfinding elements, including gateway markers and directional signage, is to create an identity for a neighborhood or zone, mark edges or entry points, and give information about directions, destinations, or the neighborhood, in general.

A. Reflect the existing wayfinding systems in place in El Cerrito. This will maximize visual recognition and enhance the unique character of the City.

B. Employ wayfinding elements, such as monumental gateway features and directional signage to guide vehicular, pedestrian and bicycle circulation.

C. Locate wayfinding elements along major thoroughfares, in Amenity Zones of sidewalks, or on bulb-outs, medians and other planted areas in public spaces at key locations within the City to facilitate connectivity.

CS Figure 136. Existing wayfinding elements in El Cerrito. New elements must coordinate with the existing style.

3.05.04 STREET FURNITURE, LIGHTING

3.05.04.01 Intent

Street furniture provides opportunities to stop, gather and enjoy the street; it recognizes the importance of pedestrians to a vibrant urban environment and provides a more comfortable environment for non-motorized travel. Street furniture elements include benches and seating, bollards, flower stands, kiosks, news racks, public art, signs, refuse receptacles, and other elements.

Quality street lighting helps define a positive urban character and supports nighttime activities. Street lighting includes roadway and pedestrian lighting in the public right-of-way and provides essential nighttime illumination to support pedestrian activity and safety.

CS Figure 137. Street furniture should not impact any part of the ADA accessible pathway

3.05.04.02 General

Street furniture should be located with the following consideration:

A. Should be sited in the Activity Zone or Amenity Zone, but not in the Pedestrian Zone;

B. Should not impact any part of the ADA accessible pathway. Where there is need for ADA accessible pathways in the Amenity Zone (eg. at bus stops) or in the furniture zone (eg. entrances to buildings, etc), a clear unobstructed ADA accessible pathway should be provided at all times;

C. Should be 2 feet from any driveway or wheelchair ramp and 5 feet at the landings of the ramp;

D. Should be 5 feet from any fire hydrant and 2 feet from a stand pipe; and

E. Should be 8 feet from any AC Transit loading and unloading areas.

CS Figure 138. Movable furniture encourages flexibility and creates a feeling of ownership of the space

CS Figure 139. A variety of seating accommodates different groups and needs

3.05.04.02.01 Seating

A wide variety of seating should be explored in different locations and arrangements as per the following guidelines:

A. Seating elements are allowed only in the Amenity and Activity Zones along San Pablo Avenue and the Activity Zone along Gateway Streets. Seating is allowed in the Activity zone, Amenity zone and Curb extensions on Major Commercial Streets.

B. A wide variety of seating can be explored, including benches, seatwalls and elements integrated into other furnishings, such as planters.

C. Seating should be located in comfortable locations and at key nodes.

D. Seating incorporated into building forms, such as seat- walls, may be used as an alternative to free-standing benches.

E. Seating should be designed to encourage sitting and to discourage lying down.

F. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities, as well as companion seating that enables wheelchair users to sit next to friends or family members. Ensure permanent ADA accessible seating every ¼ mile.

G. Provide moveable seating that allows for flexibility and increased comfort.

H. Provide seating areas for gathering at already active places, such as bus stops.

CS Figure 141. Colorful planters add vitality and variety to the streetscape

3.05.04.02.02 Planters

Above-ground planters include potted planters, raised planter beds, hanging baskets, and other containerized bodies for trees and landscaping. Continuous and more substantial plantings in extended planter boxes can provide a buffer between the roadway and sidewalks, creating a more quiet and comfortable pedestrian environment.

A. Above ground planters are appropriate for locations where existing sidewalk space or soil conditions do not allow for planting in the ground or where major utilities or other structures exist beneath the sidewalk.

CS Figure 140. Seating may be temporary, and seating areas can be defined by planters.

B. On San Pablo Avenue and Major Commercial streets, above ground planters may be appropriate (or required) to delineate the Activity Zone.

C. Above ground planters should be a secondary alternative to in-sidewalk plantings.

3.05.04.02.03 Waste Cans

While waste cans are an important sidewalk amenity that help keep the streets and sidewalks clean and free from litter, they are costly to maintain, prone to vandalism and may impede pedestrian mobility. Trash receptacles should be carefully designed and sited according to the following guidelines:

A. There should be a maximum of one trash receptacle every 200 feet along commercial streets. Additional trash receptacles should be provided only if a private sponsor provides continued maintenance.

B. A maximum of four trash receptacles should be provided at an intersection (one per corner).

C. They should be located clear of the pedestrian zone.

D. Trash receptacles should include recycling containers.

E. Where possible, explore the use of trash compactors.

CS Figure 142. Solar recycling and trash receptacle

CS Figure 143. Dual-stream recycling cans

3.05.04.02.04 Bicycle Racks

A. Bicycle racks should be frequent in active commercial districts. Racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic.

B. Bike racks placed in the Amenity Zone should be designed such that parked bicycles are perpendicular to the curb where sidewalks are wide enough so that bikes parked at them do not project into Pedestrian Zone. Where this space is not available, bike racks should position bikes parallel to the curb. Bike racks may be placed at either edge of a tree basin, but must be a minimum of 2 feet from the edge to allow a person to easily pull their bike in and out.

C. A rack should be at least 2 feet from the curb, with 3 feet preferred.

D. There should be at least 3 feet of clearance between bicycles parked at racks and any other street furniture, with the exception of other bike racks, which should be placed a minimum of every 3 feet on center.

E. Bicycles parked at a rack should have a minimum 1 foot clearance from utility vaults.

F. All elements of a bike rack should have a minimum 2 inch diameter (or 2 inch square tube)

G. Racks should offer a minimum of 2 points of support for bikes.

CS Figure 144. Preferred standard bike rack style

CS Figure 145. Bike racks may be artistic, adding to the energy on the street

3.05.04.02.05 Bollards

A. Bollards may be used to separate vehicular areas from areas primarily intended for other transportation modes, like walking or biking.

B. Bollards must not encroach on the 5-foot minimum clear path of travel required.

C. Bollards must not inhibit access for emergency services.

D. Bollards must be spaced at least 5 feet apart.

E. Bollards must not present a hazard when removed.

F. Bollard design should complement the surrounding environment by mirroring architectural styles or otherwise augmenting streetscape designs.

G. Pedestrian-scale lighting or seating may be integrated into bollards.

CS Figure 146. Removable and retractable bollards can be used for temporary street or lane closures

3.05.04.03 Street Lighting

A. Light fixtures should be selected to efficiently direct light to the desired area of the roadway and sidewalk. Light fixtures should enable a variety of light distributions to adapt to different street and sidewalk configurations while maintaining the same fixture appearance. The distribution type should be selected based on street and sidewalk width.

B. Light trespass should be mitigated by specifying the correct light distribution. Lighting fixtures should not be located close to windows to avoid light trespass or glare and disturb the adjacent building's occupants. If necessary, house-side shields may be used on fixtures to minimize light trespass into residences or other areas.

C. Provide pedestrian-oriented and automobile-oriented street lighting along Commercial and Gateway Streets.

D. Provide pedestrian-oriented street lights on all Neighborhood Streets and Plaza Connections.

E. Require pedestrian-scaled street lights to be at a lower height (approximately 12 feet high), closer spaced, and to use full spectrum bulbs.

F. Prioritize pedestrian oriented lighting along all pathways and open spaces to meet established lighting standards, and to provide a safe and comfortable pedestrian environment.

G. Design must relate and be coordinated with the design of other streetscape elements and recognize the history and distinction of the neighborhoods where the light poles are located.

H. Install LED street lights and guidance signs powered by solar energy to light walkways at nighttime.

I. Dark Sky-compliant lighting should be selected to minimize light pollution cast into the sky while maximizing light cast onto the ground.

J. Lighting levels should comply with *CS Table 18. Street Lighting Standards***.** These levels refer to light directed on pedestrian zones such as sidewalks, shared public ways, public stairways, and other pedestrian paths.

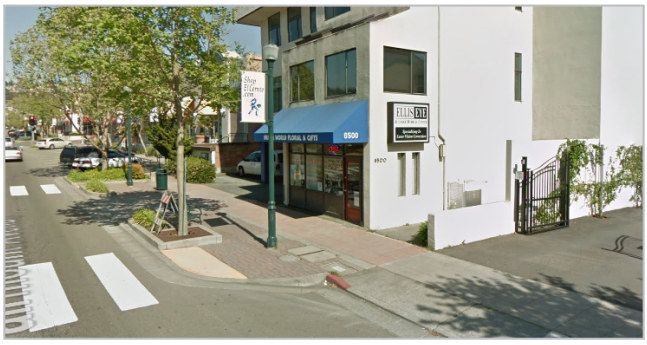
K. Incorporate light pollution reducing strategies when selecting and/or designing lighting elements.

CS TABLE 18. STREET LIGHTING STANDARDS

Commercial & Gateway Streets	1 fc
Community Street	0.5 fc
Neighborhood Street	0.3 - 0.4 fc
Plaza Connections	0.3 fc

Light levels are measured in foot candles (fc) which refers to the distance (in feet) that is illuminated away from the source of light, measured in lumens per square foot. Suggested light levels are consistent with ANSI/IES RP-8-00 American National Standard Practice for Roadway Lighting.

Lighting for the Ohlone Greenway should reference the specific Lighting Guidelines on p.38 of the Ohlone Greenway Master Plan.



CS Figure 147. New lighting features will mirror and complement existing features. Features may integrate artwork

3.05.05 SUSTAINABILITY

These guidelines are intended to build on El Cerrito's strong history of incorporating stormwater management solutions into the design of streetscapes and should manage the impacts of stormwater runoff through best management practices. The City's streets, sidewalks and Stormwater infrastructure should filter, treat and detain stormwater runoff, which collects pollutants from buildings, sidewalks and landscaped areas. Stormwater and other green infrastructure increases permeability, allowing rain water to penetrate into the soil and efficiently enter the stormdrain system.

3.05.05.01 Stormwater Management

The primary goals of stormwater management are to:

A. Reduce—limit the amount of impervious surfaces that generate additional runoff

B. Slow—friction against vegetation, barriers and substrates slows flow

C. Spread—allow water to be slowed enough to infiltrate

D. Sink—keep water on site by allowing it to penetrate soil

E. Store—contain water for direct non-potable/potable indoor/outdoor purposes

F. Use—to irrigate and replace imported potable water

These goals can be expressed succinctly: slow it, spread it, store it, and sink it, but use it. Well-designed stormwater management can reduce erosion, use stormwater for irrigation and other landscaping uses, and rely on natural treatment materials to filter pollutants out of urban stormwater before it enters streams, creeks and eventually the Bay.

3.05.05.01.01 Types of Stormwater Management Systems:

A. **Bioswales** located in the Right of Way: The word bioswale is generally used to describe planted areas that efficiently collect rainwater by locating on contour, either natural or constructed. Here the term ROW Bioswale describes planted areas in the sidewalk, parking or travel lanes that are designed to collect and manage stormwater by locating at a

CS Figure 148. Green Infrastructure can be integrated into the streetscape to serve many functions

collection point for urban stormwater.

B. **Rainwater gardens**: Rain gardens are vegetated or landscaped depressions designed with an engineered soil layer that promotes infiltration of stormwater runoff into the underlying soil. In addition to direct rainfall, stormwater runoff from surrounding impervious surfaces, such as sidewalks and rooftops, can be directed in to the rain garden so it can be absorbed into the ground.

C. **Permeable paving:** Permeable paving is a range of materials and techniques, such as permeable pavers or porous concrete, which allow water to seep in between the paving materials and be absorbed into the ground. Permeable paving can be used instead of traditional impermeable concrete or asphalt to allow water to sink in where it falls and avoid large pools of fast-moving stormwater.

D. **Cisterns:** Cisterns are watertight receptacles designed to catch and store stormwater off of roofs and other impervious surfaces. Cisterns may be located underground and water collected may be used for non-potable uses.

CS Figure 149. Landscape solutions should promote water management, and may even educate passers-by through informative signage

3.05.05.01.02 Design Guidelines

A. Where possible, maximize landscape solutions that promote water management.

B. Include trees and bioswales/rain gardens in sidewalk level planting areas and at street level to capture, filter, and infiltrate rain water.

C. Allow curb cuts for inflow and outflow of the stormwater runoff.

D. Use a watershed approach to determine the best locations within a drainage area to place green infrastructure.

E. Minimize the use of impervious surfaces with permeable paving materials or porous asphalt around tree wells, along parking lanes and in surface parking areas to increase infiltration of stormwater.

3.05.05.02 Waste Management

The goals of managing waste in streetscape construction are to reduce project greenhouse gas emissions, encourage local sourcing and conserve and reuse resources.

A. Consider a waste management strategy and include recycling receptacles with street furniture.

B. Encourage the use of building materials and street furniture made from recycled materials.

CS Figure 150. Street furniture made with recycled materials

3.05.05.03 Energy Generation

The goal of integrating energy-generating infrastructure into the streetscape is to reduce city greenhouse gas emissions, reduce energy costs and capture otherwise unused energy resources.

A. Solar: Integrate solar energy systems into the built environment on the street.

1. Install solar panels on street funiture to collect solar energy.

2. Install solar panels on light poles or as public art to power lighting to raise awareness.

3. Work with AC Transit and other transit agencies to explore solar panels on bus shelters to power its lighting and real-time departure infrastructure.

B. Wind: Install micro-windpower facilities on light poles or as public art to power lighting and make the public aware of close-to-home energy generation possibilities.

C. Kinetic Energy: Encourage the harvest of kinetic energy from the street to generate electricity.

1. Explore speed bumps that can collect kinetic energy at transit depots where buses, trains, and vehicles are breaking heavily to generate power for traffic lights.

2. Explore kinetic energy materials and systems that generate energy from pedestrian traffic to provide illumination on pedestrian paths

CS Figure 151. Solar/wind power generating street furniture

CS Figure 152. Kinetic energy generation

3.05.05.04 Other Sustainability Practices

A. Install feedback systems that allow the public to see and understand building, block, neighborhood or City-level resource consumption, including energy and water usage.

B. Install interpretive elements on the street that explain the benefits of urban trees, rain gardens and sustainable infrastructure (as has been done within stormwater planters along San Pablo Avenue).

C. Build partnerships with schools so that students can learn about green infrastructure.

D. Form public/private partnerships to involve community groups and other stakeholders in the selection, construction and maintenance of green infrastructure projects.

E. Ensure that all sustainability systems contribute to the 'green' sustainable identity of El Cerrito.

F. Use art to strengthen El Cerrito's 'green' sustainable identity and to explain different concepts of green infrastructure.

CS Figure 153. Illustrative Photographs