City of El Cerrito

Active Transportation Plan

FEHR PEERS

THE CITY OF EL CERRITO

Adopted April 2016

Acknowledgements

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Table of Contents

Table of Contents

Table of Contents

Table of Contents

LIST OF FIGURES

Table of Contents

Table of Contents

LIST OF TABLES

Table of Contents

Table of Contents

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Glossary

The following are some of the terms and acronyms used in the City of El Cerrito Active Transportation Plan to describe existing and proposed biking and walking facilities and programs:

- **"3 E" Strategies** – Education, Encouragement, and Enforcement or "3 E" Strategies are support programs to teach, promote, and regulate bicycle and pedestrian activity. These are critical supplements to what is referred to as the "4th E", which is engineering and infrastructural improvements such as bicycle lanes or sidewalks.
- **"8 to 80"** – Another way of saying "all ages and abilities", used to denote that a bicycle and pedestrian network should be easy to use for the young (8 year olds) and the old (80 year olds).
- **AASHTO** – American Association of State Highway Transportation Officials, which publishes multiple transportation guidelines including *A Policy of Geometric Design of Highways and Streets*, 6th Edition and the *Guide for the Development of Bicycle Facilities*, 4th Edition.
- **AC Transit** – AC Transit is the primary bus operator for portions of Contra Costa County and Alameda County.
- **Active Transportation** – any form of human-powered transportation, such as walking, bicycling, using a wheelchair, inline skating or skateboarding.
- **Active Transportation Program** – Caltrans created its Active Transportation Program in 2013 to replace the Bicycle Transportation Account. This statewide program sets requirements for issues to be addressed in active transportation plans and also is a funding source for safe routes to school, trails, and other bicycle and pedestrian improvements.
- **Actuated Signals** – Traffic signals that detect the presence of automobiles, bicyclists, and/or pedestrians and then give them a green light or walk symbol.
- **Advanced Yield Markings** – "Sharks teeth" or triangular markings the location where vehicles should yield to pedestrians in a crosswalk.
- **ADA** – American with Disabilities Act gives civil rights protection to individuals with disabilities and guarantees equal opportunity for individuals with disabilities in employment, transportation, state and local government services, telecommunications, and in the goods and services provided by businesses. Also, used to refer to accessible pedestrian facilities, such as curb ramps and pedestrian push buttons at signalized intersections.
- **ADT** – Average Daily Traffic, which is the average total number of vehicles that use a roadway throughout the day.
- **Arterial Roadways** – Roadways that typically serve a high volume of traffic, may be higher speed, and provide citywide and possibly regional access. Arterials are fed by local streets, including collectors and sometimes residential streets.
- **Bicycle Corrals** – A group of bicycle racks that provide typically provide 8 or more bicycle parking spaces. Corrals typically are located in the street, replacing one parking space.
- **Bike East Bay** – A local bicycle advocacy group in Alameda and Contra Cost County.

Glossary

- **Bike Escape Ramp –** As part of roundabout design, a ramp is provided for less confident cyclists to exit the street and ride on the sidewalk for a short distance to avoid crossing in the roundabout right-of-way.
- **Breadcrumb** – A striping treatment typically at an intersection, such as directional arrows – "chevrons" – or sharrows, used to indicate a path of travel for bicyclists. It signals to drivers to expect bicyclists in that space and also tells bicyclists where to turn to stay on a route.
- **Buffer** – Striped area between a travel lane and a bicycle lane and/or a bicycle lane and on-street parking. It typically has arrows or "chevrons" or diagonal hatching to denote the buffer. It is used to provide separation and additional comfort between bicyclists and/or moving vehicles or parked cars.
- **Bulb-Outs** – Extensions of the sidewalk environment at intersections, typically shadowing parking. They improve driver-pedestrian visibility at crossings and shorten crossing distances.
- **Caltrans** – The California state department of transportation.
- **Chicanes** – Large curb extensions located mid-block that require cars to move slow their speed to move around them. They are used as a traffic calming treatment.
- **City Sidewalk Trail Link** – These are sidewalks that provide direct routes between the City's roadway and sidewalk network with public trails and open spaces.
- **Clearance Intervals** – The amount of time required for an automobile, bicycle, or pedestrian to safely move through or "clear" an intersection.
- **Conflict Zone** – Portions of bicycle lanes where drivers frequently merge across, such as the portion of a bicycle lane that right-turning automobiles merge into before the intersection.
- **Count Monitoring Program** – A method of evaluating the percentage of trips made by walking and biking. For example, counting the number of bicyclists and pedestrians at specific locations to look at trends over time.
- **Cut-Throughs** –Typically bicycle and pedestrian connections that may not be otherwise connected by the roadway network. For example, two cul-de-sacs that do not connect but are directly adjacent to each other could be connected with a bicycle and pedestrian path as a "cut-through".
- **Cycletrack –** An exclusive bike facility that is located within or next to the roadway, but is made distinct from both the sidewalk and the general purpose roadway by markings, barriers or elevation differences.
- **Geocode** – Spatially mapping data by assigning real-world coordinates to data in mapping software, such as GIS (Geographic Information System).
- **In-Roadway Lighting** – Pedestrian-activated flashing lights located in the ground at crosswalks that are not otherwise controlled by a traffic signal, stops signs, or other flashing beacons.
- **Lane Configuration** – The roadway cross-section or "geometry", including the type of lanes (e.g. left-turn pocket, through lane, bicycle lane) and the number of lanes (e.g. two left-turn pockets).

Glossary

- **Last Mile** – Multimodal accessibility improvements in proximity or in the "last mile" before a key destination, usually a transit station, school, or other important area.
- **Median Refuge** – a protected area denoted by raised curb, landscaping, and/or other materials where pedestrians can safely stop before completing their crossing of a roadway, typically located in the middle of the street.
- **Mews** – Mid-block pedestrian connections, typically between buildings. These are often called "paseos."
- **Mixed Uses** – Buildings or developments that contain multiple land uses. For example, a mixed-use building might have commercial ground floor space with residential units above.
- **Mode Shift** – Changing the mode split over time, often in reference to increasing the percentage of trips made by walking, biking, and/or transit.
- **Mode Split** – The percentage of travelers using a particular type of transportation, typically the percentage of trips made by bicycle, pedestrian, transit, and autos, respectively.
- **Multimodal** – The consideration of all modes of transportation in the planning, design, and use of a roadway or transportation facility. Multimodal typically refers to four primary modes of travel: bicycles, pedestrians, transit, and autos.
- **MUTCD** – Manual on Uniform Traffic Control Devices. California has its own MUTCD which governs how traffic control devices, specifically signing, striping, and signals are implemented and operated.
- **NACTO** – National Association of City Transportation Officials, which publishes two best practice resources guides: the Urban Bikeway Design Guide and the Urban Streets Design Guide.
- **Nexus Study** – A study required to justify the connection between development or transportation impact fees and corresponding improvements, typically located in the public right of way.
- **OBAG –** One Bay Area Grant program, a Metropolitan Transportation Commission grant program intended to better integrate the Bay Area's federal transportation program with California's climate law and the regional Sustainable Communities Strategy, Plan Bay Area.
- **Park Trail Connectors** – Proposed pedestrian walkways that connect the City's open spaces and trails network. These are designated routes through the hillside neighborhoods to improve access between the community and parks, trails, and open space system.
- **Path Spur** – A short path segment that provides a secondary point of access to a trail or path.
- **Peak Hour** – The busiest hour(s) of the day for all modes, but typically used to refer to autos.
- **Pedestrian Hybrid Beacons (PHBs)** – A pedestrian-activated warning device typically on mast arms over mid-block pedestrian crossings. The beacon head has two red balls on top and a single yellow ball below and require traffic to come to a complete stop when pedestrians have a walk sign, and allow for traffic to proceed once the pedestrian has cleared the travel lane.
- **Policies** – The underlying principles that explain and justify how the City deals with walking and biking issues, typically established

Glossary

through adopted planning documents, directives form City officials, or similar means.

- **Practices** – The methodologies, procedures, and approaches, either formal or informal, that guide how the City deals with walking and biking. An example could be a series of questions that the City routinely asked when reviewing new projects to ensure that improvements are consistent with the Active Transportation Plan.
- **Projects** – Capital improvements or infrastructural improvements that, in the context of this Plan, benefit people who walk and bike.
- **Programs** – The strategies, campaigns, and on-going efforts to address issues such as walking and biking education, enforcement, and encouragement. They may be run by the City or by another agency operating in El Cerrito. An example may include a safe routes to school program, which provides educational content such as assemblies, Walk and Roll to School Days, and similar events to encourage students to walk to school and to educate them on how to do safely.
- **Protected Walkway -** A protected walkway is a designated area of the roadway that is protected by an asphalt curb and/or railing.
- **Public Right-Of-Way** – Areas controlled by the City, such as roadways inclusive of sidewalks.
- **RRFBs (Rectangular Rapid Flashing Beacons)** – A pedestrian-activated flashing beacon installed at crosswalks not otherwise controlled by a traffic signal or stop signs. Safety studies have shown they increase the number of drivers yielding to pedestrians where installed.
- **Safe Routes to School Program** – A range of infrastructural and non-infrastructural improvements and activities targeting schools, typically with an emphasis on elementary schools. Non-infrastructural programs refer to activities including walking schools buses, walk and roll to school day events, and assemblies to encourage and educate students on walking and rolling safely.
- **Shared-Use Path** – A path for the exclusive use of bicyclists and pedestrians. Such paths typically require bicyclists and pedestrians to share the path space, but may have striping or signing that designate specific areas for exclusive use by bicyclists or pedestrians, respectively.
- **Sharrows** – "Shared Lane Markings" are stencils on the pavement showing a bicycle symbol and two directional arrows or "chevrons". They denote bicycle routes where bicyclists and autos share the travel lane. They also demonstrate where bicyclists should ride in the travel lane, which is typically in the middle of travel lane so that they "take the lane."
- **Signalized Intersections** – Where two roadways meet at a traffic signal.
- **Slip Lane** – A right-turn lane at an intersection that allows drivers to make a turn without actually entering the intersection and that is often not controlled by a traffic signal. Typically separated by a triangular "pork chop" island.
- **Support Programs** – see "Programs".

Glossary

- **Transit-Oriented Development** – Dense, walkable, often mixed-use development located in close proximity to major bus routes or BART Stations.
- **Trap Lane** – A typical travel lane that then becomes a turn-only lane or freeway-only lane near an intersection.
- **Triple-Four Trail Crossings** – Similar to a ladder crosswalk with the middle of the crosswalk removed to make space for bicycle symbols with directional arrows. The intent is to highlight trail crossings and to indicate that bicyclists and pedestrians use the crossing.
- **Vibrotactile** – Vibration that can be perceived through touch. Often refers to making signalized intersection accessible with push buttons that vibrate when the WALK sign is received.
- **Warrants (Stop Warrants or Signal Warrants)** – Based on standards set in the MUTCD, some traffic control devices, such as traffic signals, stop signs, and pedestrian hybrid beacons, require certain thresholds or "warrants" that must be met to justify the installation of the device. For example, one warrant for a pedestrian signal requires meeting a threshold for the number of pedestrians passing through an intersection in the peak hour.
- **Wayfinding** –Guidance either on signs or striped on the ground to indicate locations and/or directions to destinations.

Glossary

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1. Introduction

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Plan Development and Public Participation

The *El Cerrito Active Transportation Plan* is a combined Bikeways Master Plan and Pedestrian Master Plan. This Plan updates the *Circulation Plan for Bicyclists and Pedestrians* (2007), which established bicycle and pedestrian networks and project lists throughout the City. This Plan is intended to:

- Continue to improve safety for bicyclists and pedestrians
- Update and enhance bicycle and pedestrian networks to encourage more bicycling and walking
- Build off the ADA Transition Plan and Climate Action Plan
- Focus on 2007 routes that required additional evaluation
- Recommend bicycle and pedestrian projects based on recent best practice documents, such as the NACTO Urban Bikeway Guide and the updated AASHTO Guide for the Design of Bicycle Facilities
- Provide grant-ready projects for which the City can pursue competitive grant funding
- Establish a citywide crosswalk policy to install, enhance, remove, and relocate crosswalks throughout the City
- Coordinate directly and provide consistency with the *San Pablo Avenue Specific Plan and Complete Streets Plan (2014), City of El Cerrito Urban Greening Plan (in development), City of Richmond Bicycle Master Plan (2011)* and *City of Albany Active Transportation Plan (2014)*

Public Participation

The City hosted two public workshops, a bicycle audit, and a walking audit over the course of the Plan process. Both of the public workshops were coordinated with the San Pablo Avenue Specific Plan and Complete Streets Plan and City of El Cerrito Urban Greening Plan.

Public Workshops

The City hosted three public workshops to solicit input and feedback from the community. See Appendix G for comments received at the public workshops.

July 2013 Workshop - The first workshop focused on existing conditions and potential improvements for walking and biking. The workshop consisted of a presentation of existing and proposed conditions, a summary of proposed projects for detailed evaluation, a survey of goals and policies, and a discussion about key destinations that are important to the community. Workshop attendees identified the following areas as top priorities for walking:

- Plaza BART—Provide direct access to Plaza Shopping Center and improve safety along BART path
- San Pablo Avenue—Slow traffic down at key points, improve shade with trees, and widen sidewalk
- Ohlone Greenway—Provide public restrooms, improve safety between modes, and enhance pedestrian connections between the Greenway and adjacent private properties

1. Introduction

The majority of workshop participants who chose to participate in a voluntary survey identified themselves as Enthused and Confident cyclists. Many others identified as Interested but Concerned.

Strong and Fearless

<1%

Riding is a strong part of my identity, and I am undeterred by traffic speed, volume, or other roadway conditions.

Enthused and Confident

7%

I am comfortable sharing the road with motor vehicles, but given a choice, I prefer to use bike lanes and bike boulevards.

Interested but Concerned

60%

I like riding a bike, but I don't ride much. I would like to feel safer when I do ride, with less traffic and slower speeds.

No Way No How

33%

I don't bike at all due to inability, fear for my safety, or simply a complete and utter lack of interest.

Roger Geller, Bicycle Coordinator for the Portland Office of Transportation, developed the "Four Types of Cyclists" (2009) descriptions to help understand existing and potential bicyclists. Creating comfortable bicycle facilities that people of all ages and abilities feel comfortable using can help to increase bicycle mode share, particularly from the segment of the population that identifies as "interested but concerned."

The major needs identified for bicycling were:

- Connections to the Bay Trail
- Bike facilities to allow safe and easy travel on one-way and two-way streets
- Enhanced connections to El Cerrito Plaza and Del Norte BART
- Stop signs for cars at Ohlone Greenway crossings
- Enhanced connections/facilities on Potrero Avenue, Central Avenue, Ohlone Greenway, and Key Boulevard

Workshop participants were asked to vote on projects from the 2007 Circulation Plan that were most important to them. The top three priority projects were:

- Ohlone Greenway/Plaza BART Connection to Bay Trail
- Ohlone Greenway Path Crossings
- Lincoln and Blake-Everett-Norvell-Albemarle-Behrens Bicycle Boulevards

Participants were also asked to vote on their top goals and priorities related to bicycle and pedestrian improvements. The top three were:

- Promote bicycling and walking as modes of transportation through design, designation, programs, policies, and education
- Provide safe and accessible routes to school, transit stops and stations, and city facilities
- Accommodate bicycle and pedestrian access in the design and development of new buildings and facilities

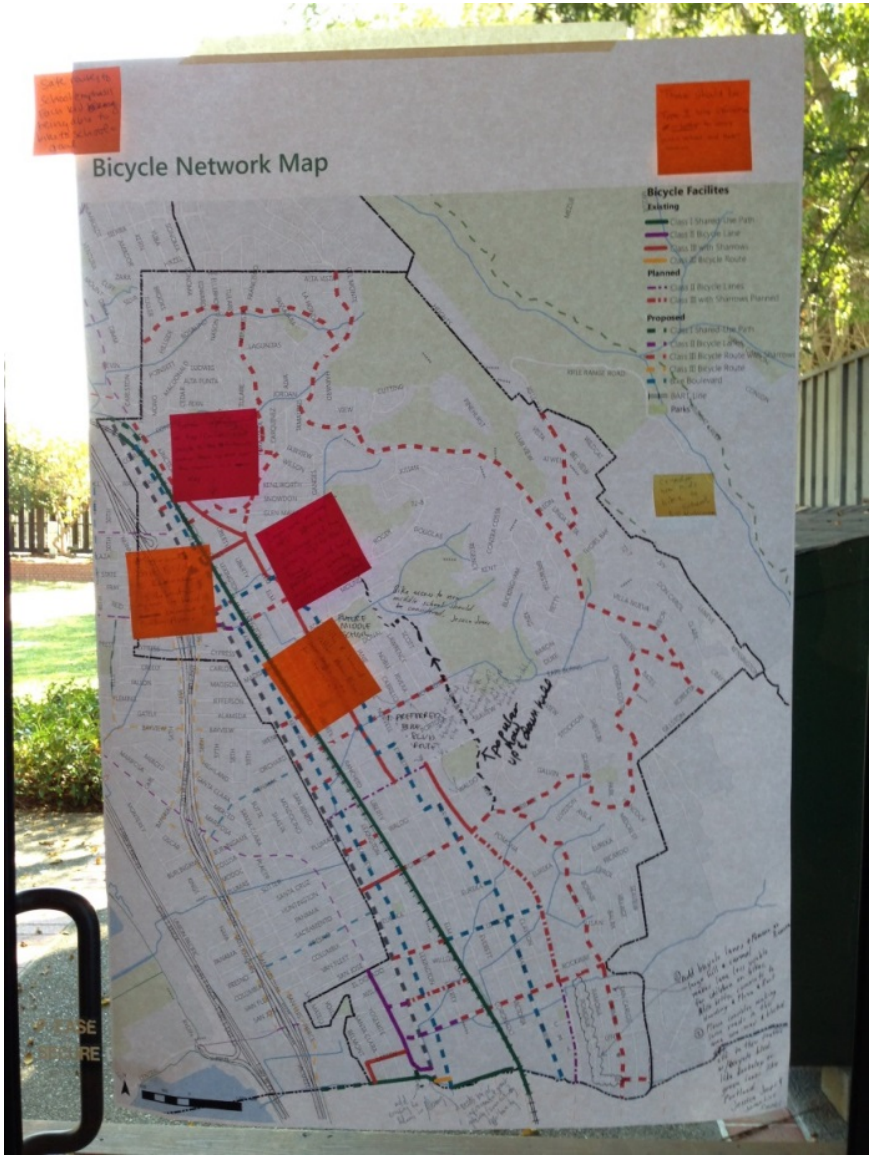
1. Introduction

October 2013 Workshop - At the second workshop, conceptual designs were presented and discussed for each of the following projects that were selected for detailed evaluation ("detailed projects"):

- BART to Bay (Ohlone Greenway/Plaza BART Connection to Bay Trail)
- Ohlone Greenway Path Crossings
- East Side Bicycle Boulevard (Blake-Everett-Norvell-Albemarle-Behrens Bicycle Boulevard)
- Kearney Street between Moeser Lane and Fairmount Avenue
- Potrero Avenue between I-80 and the Ohlone Greenway
- Key Boulevard between Humboldt Street and Elm Street
- Bicycle and Pedestrian Network Maps

Participants had the opportunity to comment directly on the proposed concepts for each priority project. The final projects and networks included in this Plan reflect the feedback received from the public at the three workshops.

July 2015 Workshop – The third workshop focused on evaluating the conceptual designs of the Focus Study Area project and finalizing the pedestrian and bicycle networks. Participants had the opportunity to comment directly on the proposed concepts for each priority project. Comments confirmed direction and reflected a desire for increased infrastructure and safety measures for bicyclists and pedestrians along highly traveled corridors. Participants vocalized support for proposed cycle track on San Pablo Avenue, and also expressed a desire to provide dedicated bicycle facilities wherever possible. Ongoing study of traffic control on the Ohlone Greenway and the interaction between trail users and autos at intersections was a key topic of discussion.



At the public workshops, participants had the opportunity to provide direct feedback on the bicycle network, pedestrian network, and detailed project concepts

Bike Audit

In addition to the workshops, a bike audit was conducted in August 2013. Approximately 15 participants attended the audit. The group rode many of the proposed bicycle facilities and discussed key issue and opportunities. These ideas were incorporated in the concept development for the detailed projects identified in this Plan.

Walking Audit –

Fourteen community members attended a walking audit on August 25th, 2013. The tour followed a series of trails, sidewalk connectors, public paths and stairs, the Ohlone Greenway and San Pablo Avenue throughout a northern section of town identified for its limited pedestrian connectivity. The tour identified problem areas and encouraged participants to consider design solutions to be considered during the design phase of the detailed projects.

1. Introduction

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2. Goals, Policies, & Recommendations

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This chapter establishes the goals, policies, and recommendations that will guide the City of El Cerrito in implementing the Active Transportation Plan. It also includes an assessment of the existing programs, policies, and practices pertaining to bicycling and walking in the City, noting successful examples and making recommendations for improvements, as appropriate.

Goals and Policies

The following goals and policies support the overall vision for the Plan:

Goal 1: Support bicycling and walking as being practical, healthy, and convenient in El Cerrito

Policy 1-1: Integrate the bicycle and pedestrian improvements project list (**Tables 4-1** and **4-2** in **Chapter 4**) contained in this Plan as part of the larger 10-year Capital Improvement Program (CIP) update that the City is compiling.

Policy 1-2: When updating the City's *General Plan, ADA Transition Plan,* and *Climate Action Plan,* reflect the goals, policies, and existing and proposed networks in this Plan.

Policy 1-3: Update the Plan every five years to reflect best practices in bicycle and pedestrian policy and design, changing community interests and needs, and remain eligible for Active Transportation Program (ATP) funding.

Policy 1-4: Identify current regional, state, and federal funding programs along with specific funding requirements and deadlines, and apply for competitive grant funding for the priority projects identified in this Plan

Policy 1-5: To enhance access through and across key barriers, such as freeway interchanges and to achieve goals such as improved Bay Trail access, pursue multi-jurisdictional funding applications with neighboring cities and other potential partners, including BART, East Bay Regional Park District, City of Richmond, City of Albany, Contra Costa County, AC Transit, and Caltrans.

Policy 1-6: Continue to engage and update the community on bicycle issues in El Cerrito through annual public workshops. Integrate updates on pedestrian issues into these updates and consider coordination with local advocacy groups, such as Bike East Bay.

Policy 1-7: Routinely monitor the performance of the Plan to achieve the performance measures and data collection goals detailed in Chapter 6 Performance Measures of this Plan.

Goal 2: Implement a well-connected active transportation system to attract users of all ages and abilities

Policy 2-1: Accommodate the needs and access of bicyclists and pedestrians and coordinate with transit operations at key destinations, such as El Cerrito Plaza, transit stations, and schools.

Policy 2-2: Expand the existing bicycle network on the basis of safety improvements, bicyclist comfort, and access to key destinations to provide a richly connected network of low-stress, bicycle facilities

Policy 2-3: Require short-term and long-term bicycle parking consistent with the Association of Bicycle and Pedestrian Professionals (APBP) *Bicycle Parking Guidelines*. For projects in the San Pablo Avenue Specific Plan and Complete

Streets Plan area, refer to the bicycle parking guidelines included in that Plan; the Public Works Director or Community Development Director will make a determination where discrepancies exist.

Policy 2-4: Reduce corner radii at intersections to slow turning vehicular traffic, provide protected signal phasing for left-turns, and mark crosswalks at approaches of signalized intersections.

Policy 2-5: Plan and implement a citywide wayfinding program for bicyclists and pedestrians to provide route guidance and travel time estimates to key destinations, consistent with the WCCTAC Transit Wayfinding Program and Priority Project #3 Citywide Wayfinding, located in Chapter 5.

Policy 2-6: Consult the citywide Crosswalk Policy (**Appendix A**) when examining the potential installation, enhancement, removal or relocation of crosswalks.

Policy 2-7: The City's ADA Transition Plan calls for the Public Works Department to convene an ADA Advisory Group to provide guidance regarding implementation of the ADA Transition Plan. When convened, the ADA Advisory Group will include participation of three to fifteen members of the public. The Public Works Department will also convene the ADA Advisory Group to provide guidance regarding projects and programs in the Active Transportation Plan. When the Public Works Department seeks ADA Advisory Group participants, it will make reasonable efforts to include El Cerrito residents with disabilities — particularly individuals with mobility and visual disabilities—residents with knowledge of and experience with removing accessibility barriers for individuals with disabilities, and representatives of local organizations that provide services to individuals with disabilities.

Policy 2-8: Implement accessibility-related design elements that rely on most current design standards and best practices implemented in El Cerrito and other jurisdictions.

Goal 3: Incorporate the needs and concerns of bicyclists and pedestrians in all transportation and development projects

Policy 3-1: As a condition of project approval, require development projects to construct adjacent bicycle facilities included in the proposed bicycle system when a nexus exists, it is practical from an engineering standpoint, and proportional to the impact of the development project. Consider requiring large development projects to provide accessible mid-block cut throughs (or "mews") identified in this and other adopted plans.

Policy 3-2: Consult the recommended bicycle and pedestrian network maps and project lists (**Figures 4-1** and **4-3**, **Tables 4-1** and **4-2**) prior to implementation of traffic signals, signal upgrades, and resurfacing/restriping projects.

Policy 3-3: Install pedestrian countdown signals; modify pedestrian clearance intervals to assume reduced walk speed consistent with the most current California Manual Uniform on Traffic Control Devices (MUTCD); extend minimum walk times near destinations frequented by seniors, persons with disabilities and children, to be determined on a project-by-project basis; and install, replace, and upgrade bicycle signal detectors, as necessary, per the MUTCD with new signal installation, signal modifications, and street maintenance projects.

Policy 3-4: Provide appropriately-signed detours for bicyclists and pedestrians during construction projects. When temporarily closing sidewalks, provide

immediately-adjacent, protected, temporary paths to accommodate existing pedestrian traffic.

Policy 3-5: Review the transportation network, block size, and development patterns of all proposed projects for consistency with this Plan and the *San Pablo Specific Plan and Complete Streets Plan*.

Policy 3-6: Coordinate with Caltrans and the City of Richmond to provide best practices design guidelines for the accommodation of bicyclists and pedestrians at highway interchanges, particularly as highway improvements are planned and designed on I-80.

Policy 3-7: Maintain city bicycle and pedestrian facilities as part of the City's regular maintenance operations.

Policy 3-8: Coordinate planned roadway improvements projects, such as repaving and overlays, with design and development of bicycle and pedestrian improvement projects, so that bicycle and pedestrian improvements plans are ready for construction when routine roadway upgrades are implemented.

Policy 3-9: Implement the design guidelines contained in the *San Pablo Avenue Specific Plan and Complete Streets Plan* on all City capital and land development projects in the Specific Plan area and consider their appropriateness for other projects throughout the city. Allow the update of the design guidelines to incorporate the latest MUTCD and best practice standards.

Goal 4: Support infrastructure investments with targeted bicycle and pedestrian education, encouragement, enforcement, and evaluation programs

Policy 4-1: Coordinate with the El Cerrito Police Department, Bike East Bay, and Contra Costa Health Services Safe Routes to School Program to provide funding and support for the expansion of education, encouragement, enforcement, and evaluation programs recommended in this Plan.

Policy 4-2: Identify funding gaps, volunteer support needs, and community champions within bicycle and pedestrian outreach programs.

Policy 4-3: Conduct bicycle and pedestrian counts and surveys whenever vehicle counts are conducted to gauge the effectiveness of various improvements and programs and to develop a monitoring program. Store the count data in City-maintained databases.

Goal 5: Maximize multi-modal connections in the transportation network

Policy 5-1: Ensure that the bicycle system serves transit stops and stations; ensure that pedestrian crossing desire lines are met at transit stops; and ensure that continuous, accessible pedestrian routes are provided.

Policy 5-2: Work with local and regional transit agencies to evaluate long- and short-term bicycle parking needs and to implement needed bicycle parking at BART stations and bus stops.

Policy 5-3: Integrate design for bus stops, such as bus platforms and bulb-outs, bus shelters, and secure bicycle parking when roadways with existing or

proposed transit routes are improved. Work with AC Transit on development of Class Ⅲ Bicycle Routes on arterial roadways with public transportation services.

Goal 6: Improve citywide bicycle and pedestrian safety

Policy 6-1: Work to reduce the rate of bicycle and pedestrian crashes through the implementation of educational support programs and safety improvement projects outlined in this Plan, injuries and fatalities on all roadways, with priority to crash locations in vicinity of El Cerrito Plaza, BART stations, bus stops, and schools.

Policy 6-2: Where bicycle-auto and pedestrian-auto collisions have occurred, prioritize the needs of cyclists and pedestrians in roadway operations and design.

Policy 6-3: Monitor bicycle- and pedestrian-related collisions annually.

Policy 6-4: Work with the Contra Costa Health Services Safe Routes to School Program and local schools to identify and pursue funding for "Safe Routes to Schools" infrastructure improvements for cyclists and pedestrians.

Policy 6-5: Work with El Cerrito Police in identifying funding to increase enforcement of vehicle and bicycle laws.

Policy 6-6: Work with local advocacy groups and the El Cerrito Police to create an education campaign centered on reducing red light and stop sign running by all roadway users.

Policy 6-7: Consult and implement the Crosswalk Policy contained in **Appendix A** when considering crosswalk enhancement, installation, removal or relocation.

Recommendations

Effective policies, programs and practices alongside safe, comfortable walking and biking infrastructure (capital improvement projects) are the foundation of active transportation networks. The City of El Cerrito has made significant investments in infrastructure and programs based on City policies that prioritize walking and biking since the 2007 *Circulation Plan for Bicyclists and Pedestrians*, helping to make El Cerrito a good place to walk and bike. The 2016 Plan seeks to build on those successes and provide a course for further enhancing walking and biking in El Cerrito.

In order to comprehensively examine the City's existing approaches to facilitating and enhancing bicycling and walking, a policies, programs and practices benchmarking assessment was conducted to compare the City's efforts against national best practices and derive recommended actions for further improvement. These three lenses create a comprehensive picture of how the City deals with walking and biking and issues:

- **Policies** –the underlying principles that explain and justify how the City deals with walking and biking issues, typically established through adopted planning documents, directives form City officials, or similar means.
- **Programs** – the strategies, campaigns, and on-going efforts to address issues such as walking and biking engineering, education, enforcement, and encouragement. They may be run by the City or by another agency operating in El Cerrito. An example may include a safe routes to school program, which provides educational content such as assemblies, Walk and Roll to School Days, and similar events to encourage students to walk to school and to educate them on how to do safely.
- **Practices** – the methodologies, procedures, and approaches, either formal or informal, which guide how the City deals with walking and biking. An example could be a series of questions that the City routinely asked when reviewing new projects to ensure that improvements are consistent with the Active Transportation Plan.

Benchmarking Assessment and Recommended Actions

The benchmarking assessment and recommended actions are presented in **Table 2-1**. The "Benchmarking" column categorizes the City's programs, policies, and practices into three areas as follows:

- **Key Strengths** – areas where the City of El Cerrito is exceeding national best practices
- **Enhancements**—areas where the City is meeting best practices
- **Opportunities**—areas where the City appears not to meet best practices

This assessment helped guide the Plan's Goals and Policies outlined in the previous section. The "Recommended Actions" column includes ideas and recommendations for further actions to each programs, policy, and practice topic area. These actions are for the City of El Cerrito to initiate, enhance, or continue through direct sponsorship or indirect support. Many actions under each topic area incorporate various elements of engineering, enforcement, education, and maintenance. Implementation of these actions depends on funding, availability of City staff, and coordination with other groups and

organizations. Projects for various capital and infrastructure improvements are discussed in Chapters 4 and 5.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
Adoption of Open Space Requirements Requiring open spaces throughout a City and strategically located along transit corridors promotes and improves walkability by providing pedestrian amenities, places of interest and community gathering spaces.	The City's Urban Greening Plan (draft, 2015) plans for parks and open space connections throughout the City. The Plan aims to identify needs, opportunities, and strategies for creating a greener more environmentally sustainable City by increasing connectivity, improving existing green spaces and creating new ones.	Key Strength	• Complete a nexus study to consider a funding mechanism, such as impact fees, to pay for acquisition and maintenance of open space. • Expand privately-owned public and private open space requirements for new developments outside the San Pablo Avenue Specific Plan area. Develop an in-lieu program to assess fees on new projects that cannot meet these requirements, to pay for acquisition elsewhere
Bicycle Parking Ordinance Safe and convenient bicycle parking is essential for encouraging bicycle travel and increasing bicycle access to key destinations.	Per Section 19.24.090 of the City's Municipal Code, different kinds of development require short- and long-term bicycle parking. The Code also identifies siting requirements for bicycle parking. Bicycle parking facilities are located at all parks and schools in the City in addition to each bus stop on San Pablo Avenue. The San Pablo Avenue Specific Plan requires short- and long-term bicycle parking for all projects within the Specific Plan area. The Plan includes design guidelines and siting requirements to maximize access and ease of use. The City has installed bike parking at each bus stop on San Pablo Avenue. The City strives to provide bicycle parking facilities at all parks and public facilities by including additional bike parking in parks and facilities projects. The City has encouraged the school district to provide on-site bike parking which is more secure than current facilities.	Key Strength	• Update the bicycle parking requirements of the City's Municipal Code to reflect national best practice in the form of the Association of Bicycle and Pedestrian Professional's (APBP's) Bicycle Parking Guidelines, 2nd Edition. • Outreach to and coordinate with businesses, business districts, and residents to create an on-street bicycle corral program. • Place bicycle parking in bulbouts or bus bulbs.
Crosswalk Installation, Removal/Relocation, and Enhancement Policy Establishing a clear protocol for when and how to stripe crosswalks and whether to include crossing enhancements creating a consistent application of treatments citywide.	This Plan includes a citywide Crosswalk Policy that addresses crosswalk installation, removal, relocation, and enhancements.	Key Strength	• Consult and implement the Crosswalk Policy contained in this Plan (**Appendix A**).
General Plan Designation of Pedestrian Nodes	The El Cerrito Del Norte and El Cerrito Plaza BART Stations in addition to the Midtown area are the three designated pedestrian nodes within the City. The San Pablo Avenue Specific Plan designates San Pablo Avenue as priority street for pedestrians and transit. Schools and parks are also considered pedestrian nodes.	Key Strength	• Reduce block lengths on San Pablo Avenue, through midblock connections as identified in the Specific Plan • Identify and create more subarea plans within El Cerrito that are well-suited for pedestrian nodes, such as upper Stockton Avenue and lower Fairmount Avenue.

2. Goals, Policies & Recommendations

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS

Topic Area	Existing Efforts	Benchmark	Recommended Actions
Law Enforcement & Security Enforcement of the rules of the road and security is a key part of bicyclist and pedestrian support programs.	• The City has two traffic safety officer positions who devote a portion of their time to pedestrian and bicycle safety training and enforcement. The officers participate in school outreach where they discuss pedestrian and bicycle safety with students. The Police Department offers a variety of educational programs, as described under "Education and Encouragement". They also train Richmond bicycle officers and BART police. They also set up DUI checkpoints in coordination with the City of Richmond and Contra Costa County. • The Neighborhood Pace Car Pledge Program encourages self-enforcement by allowing El Cerrito resident s to pledge to drive slower and safer. • In addition to citywide considerations, the Ohlone Greenway continues to be an area with both real and perceived issues regarding security for users. The isolation of mid-block areas and, lack of visibility from the street can make the site difficult for police to patrol and monitor. In recent years, El Cerrito Police have increased patrol of the Ohlone Greenway and the City and BART partnered on the 2013-2014 Seismic Improvement Project, which improved sight distances by reducing vegetation and consolidating the pedestrian and bicycle paths. The project improved trail alignment and pavement conditions to increase safety for all users. Other recent projects have installed lighting and a security camera system.	Key Strength	•Continue to encourage participation in the Neighborhood Pace Car Pledge Program and implement other elements of the adopted Neighborhood Traffic Management Program to address neighborhood traffic concerns. •Establish pedestrian and bicycle-specific education programs. •Proactively work with BART to address safety concerns near BART stations and the Ohlone Greenway. •Collaborate with other cities, such as Richmond, to share law enforcement resources. •Encourage the El Cerrito Police Department to officially promote and use the free Bike Index registry system, which allows individuals to register bicycle identification info online. This index enables users to make a complete police report in the case of a theft, and increases the chance of a recovered bicycle being returned to the owner. •Continue to regularly monitor and penalize motorists that do not obey traffic rules and regulations, especially those that impact the safety of bicyclists and pedestrians. •From a crime prevention through environmental design perspective, refer to the Ohlone Greenway Master Plan (2009) Design Guidelines to improve security, safety and support the continued improvement of the Greenway. For private projects adjacent to the Greenway, refer to the San Pablo Avenue Specific Plan Form-Based Code Ohlone Greenway Street Type regulations in order to encourage activities and activated land uses along the length of the trail. • Continue vehicular and bicycle patrols to deter criminals and provide users with a sense of security.
Provision for Density and Mixed-Use Development in General Plan Planning principles contained in a city's General Plan can provide an important policy context for developing bikeable and walkable areas. Transit-oriented development (TOD), higher densities, and mixed uses are important planning tools for walking- and bicycling-oriented areas. The Circulation Element of the General Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.	Higher density is allowed and encouraged at the City's three focal points centered on San Pablo Avenue: Del Norte BART, Midtown, and El Cerrito Plaza BART. San Pablo Avenue is designated as a mixed-use corridor in the City's General Plan and San Pablo Avenue Specific Plan and Complete Streets Plan.	Key Strength	• With the next General Plan update, ensure the Circulation Element is consistent with this Plan. • Extend transit orientated and mixed use zoning beyond the areas already identified. • Consider maximum (rather than minimum) parking ratios in TOD districts. • Implement the San Pablo Avenue Specific Plan and Complete Streets Plan.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
Street Trees and Landscaping Street trees and landscaping enhance the pedestrian environment by providing shade and buffer from vehicles. There are social, environmental, and economic benefits to maintaining an urban forest. Maintaining street trees and landscaping is important for the pedestrian environment, whether or public or private property.	The San Pablo Avenue Specific Plan (2014) and the City of El Cerrito Urban Greening Plan (2015) both identified the importance of trees and landscaping along sidewalks and streets to creating a pleasant pedestrian environment. Trees provide shade, help improve air quality and provide a buffer between sidewalks and busy streets. Plants and green infrastructure projects along the right-of-way help filter and capture stormwater, provide visual interest and a sense of place. The El Cerrito Urban Forest Management Plan (2007) created a tree inventory throughout the City and developed goals and actions to guide intelligent planning and management; community and government commitment; consistent funding and excellent maintenance of the urban forest including street trees The City Tree Committee recommends programs, policies and ordinances to implement and promote the City's Master Street Tree List and Urban Forest Management Plan and coordinates with Public Works Department staff regarding management and maintenance efforts.	Key Strength	• Coordinate with the standing Tree Committee on urban forestry issues throughout the City. • When improving bikeways and pedestrian routes, include street trees, planting strips, lighting and appropriate street furniture, while maintaining a clear path of travel. • Implement recommendations contained in the Urban Forest Management Plan, Urban Greening Plan and streetscape design guidelines contained in the San Pablo Avenue Specific Plan and Complete Streets Plan as they relate to street tree requirements. • Landscaping should be limited to the Sidewalk Amenity Zone within the San Pablo Avenue Specific Plan area and within existing landscaping strips throughout the rest of the City. Where a landscaping strip doesn't exist, a 6' clear path of travel will be maintained on commercial streets and a 5' clear path of travel on residential streets. • Inform residents about the impact of overgrown shrubbery on pedestrians and bicyclists. Ask residents to trim any vegetation that infringes on a clear travel path. • Ensure that landscapes at maturity do not interfere with safe sight distances for bicycle, pedestrian, or vehicular traffic; do not conflict with overhead lights, traffic controls, traffic signage, utility lines or poles, or walkway lights; do not block bicycle or pedestrian ways; and, decrease crime using environmental design principles. • Require adjacent property owners: to maintain landscaped areas with live and healthy plant materials, replacing plant materials when necessary to maintain full function and aesthetics; and keep sidewalks and planting strips litter free.
Updated ADA Transition Plan for Streets and Sidewalks	The City adopted an updated ADA Transition Plan in 2009. The original plan was adopted in 1993. The updated plan addresses the primary pedestrian routes and public facilities in El Cerrito, determines if any modifications are necessary to improve accessibility, and presents a timeline for completing improvements.	Key Strength	• Create a tracking system for ADA requests and improvements, with potential for web-based tracking. • Continue to retrofit pedestrian signals with audible features, and add vibrotactile features. • Convene the ADA Advisory Group as established in the ADA Transition Plan. • Install two curb ramps per corner when retrofitting intersections.

2. Goals, Policies & Recommendations

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS

Topic Area	Existing Efforts	Benchmark	Recommended Actions
Adoption of Newspaper Rack Ordinance News rack ordinances improve the pedestrian realm by reducing clutter and organizing sidewalk zones by regulating the type and location of newspaper racks.	The City's adopted ordinance (2011) applies to San Pablo Avenue and provides guidance on siting racks to not impede sidewalk mobility. The ordinance prohibits privately-owned newspaper racks, providing city-owned racks to private organizations for a fee.	Enhancement	• Ensure consistency between the ordinance and *San Pablo Avenue Specific Plan and Complete Streets Plan* design guidelines.
Adoption of a Transit First Policy Transit First policies designate areas where transit mobility is prioritized over vehicle mobility.	El Cerrito's General Plan incorporates a Transit First Policy, which is applied primarily to San Pablo Avenue, a major corridor for transit vehicles operating in a congested environment. The San Pablo Avenue Specific Plan and Complete Streets Plan adopted a multimodal level of service for projects within the Plan area that prioritized pedestrian and transit modes of travel.	Enhancement	• Strengthen the City's existing Transit First policy to incorporate all active modes and serve as a Complete Streets Policy for the City. • Include a Safe Routes to Transit policy that maintains enhanced bicycle parking and other bicycle infrastructure at transit stations, pedestrian amenities and commuter benefits.
Attention to Crossing Barriers Crossing barriers, such as, freeways and major arterials, may discourage, or even prohibit, pedestrian access. Identifying and removing barriers and preventing new barriers is essential for improving walkability and pedestrian safety.	El Cerrito currently addresses issues on a case-by-case basis. Examples of barriers in El Cerrito include I-80 and San Pablo Avenue.	Enhancement	• Establish a policy for pedestrian crossings at barrier locations, such as safe crossing every ¼ or ½ mile • Implement the San Pablo Avenue Specific Plan to addresses San Pablo Avenue as a barrier • Collaborate with the City of Richmond and Caltrans to address I-80 barriers
Bicycling and Walking Counts Routinely and systematically counting the number of people who walk and bicycle in El Cerrito is important for monitoring the effectiveness of infrastructure investments and documenting the need for continued investments in those facilities.	Pedestrian and bicycle counts are routinely collected as part of all traffic studies.	Enhancement	• Keep records of locations where counts are available, and supplement them annually with counts in additional locations • Geocode counts to develop a GIS database • Add sensors to flashing beacons to perform automated bicycle and pedestrian counts • Work with Bike East Bay to complete annual bicycle and pedestrian counts at key intersections
Collision History and Collision Reporting Practices Collision information helps prioritize bicycle and pedestrian projects.	The City currently relies on the Statewide Integrated Traffic Records System (SWITRS) database for collision analysis, but has received a grant to purchase analysis software called Intersection Magic, which has not yet been obtained.	Enhancement	• Obtain Intersection Magic software. • Develop program to collect and analyze pedestrian and bicycle collision data on a regular basis to determine if specific locations appear to have higher collision rates or design issues that could be addressed • Develop a mechanism for tracking collisions on the Ohlone Greenway.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
Health Agencies and Non Traditional Partners Involving non-traditional partners such as emergency services, such as the Fire Department, in the planning or design of pedestrian facilities may create opportunities to be more pro-active with pedestrian safety.	Contra Costa Health Services is a regular participant in many City planning processes, including the San Pablo Avenue Specific Plan.	Enhancement	• Continue to involve Contra Costa Health Services and Fire Department in the planning or design of bicycle and pedestrian facilities • Engage Contra Costa Health Services in implementing Safe Routes to School programs in El Cerrito
Inventory, Improve, and Maintain Pedestrian Routes and Bikeways Conducting an inventory of pedestrian and bicycle facilities in the community is a critical first step to addressing deficiencies in the network and prioritizing future projects. Maintaining and improving bicycle infrastructure, such as bicycle lanes and signal detection, as well as pedestrian infrastructure, such as sidewalks, crosswalks, traffic signals, and curb ramps, is necessary to create a safe, accessible and consistent walking and biking environment.	Many of the City's formal and informal pathways have been identified through the Trail Trekker's map and are reflected in the Plan's Pedestrian Routes map. However, tree roots, regular use, seismic activity, and weather contribute to the deterioration of public infrastructure and may affect the quality of existing infrastructure. Uneven sidewalks, broken asphalt in crosswalks, and lack of curb ramps are hazardous and limit pedestrian mobility. The San Pablo Avenue Specific Plan (2014) and the City of El Cerrito Urban Greening Plan (2015) identify sidewalks, particularly within commercial districts and long walkable corridors, as important community amenities. Sidewalks may be used by adjacent businesses as additional retail space, outdoor seating or community gathering spaces. New policy direction encourages the activation of sidewalks to create more vibrant, pedestrian-oriented environment. New uses of the sidewalk right-of-way, however, must maintain a safe and clear path of travel and must comply with additional City regulations.	Enhancement	• Create and periodically update a GIS-based inventory of sidewalks and pathways, utilizing the GIS information underlying Figure 4-1 Pedestrian Routes as a starting point. • The Public Works Department should continue to institute a program to regularly improve and repair uneven sidewalks, broken asphalt in crosswalks, and install new curb ramps, prioritizing the ATP Pedestrian Network and implementing the ADA Transition Plan. • Continue to educate property owners about their responsibility to maintain the sidewalk in front of their properties including maintaining vegetation along the sidewalk. • Evaluate and implement a website or mobile app to enable residents and visitors to more easily report and track hazards in the public right-of-way. • Provide business owners with information about sidewalk regulations, encouraging sidewalk activation and the provision of community amenities, without obstructing a safe path of travel. • Provide information about bicycle regulations on the City's website and through other outreach mechanisms. • Work with the Building Code officer to engage retailers and eliminate the merchandise displays or signs in the pedestrian path of travel. • El Cerrito Municipal Code Section 11.40.030 prohibits vehicle parking on the curb or sidewalk. Work with the Police Department to continue ticketing vehicles parked on the sidewalk. • During any construction project, ensure that pedestrian and bicyclists remain priorities and have accessible, comfortable, direct, and safe access, paths of travel, and, if necessary, detours. Provide additional education and training to City staff and develop informational materials to distribute to consultants and contractors. • Consider developing a comprehensive sidewalk repair and maintenance (including removal of overgrown vegetation) program that involves property owner's paying their share as appropriate.

2. Goals, Policies & Recommendations

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS

Topic Area	Existing Efforts	Benchmark	Recommended Actions
Pedestrian-Oriented Traffic Signal and Stop Sign Warrants All-way stop controlled intersections improves pedestrian safety by reducing conflicts and improving visibility.	El Cerrito currently uses MUTCD warrants for traffic signal and stop sign placement.	Enhancement	• Consider relaxed all-way stop control warrants that allow more flexibility for accommodating pedestrians at intersections. Albany and Contra Costa County both use warrants that could serve as models.
Pedestrian-Oriented Speeds Limits and Speed Survey Practices Pedestrian fatality rates increase exponentially with vehicle speed. Reducing vehicle speeds in pedestrian zones is one of the most important strategies for enhancing pedestrian safety.	The City has created a 15MPH speed limit zone on Lincoln Avenue near El Cerrito High School.	Enhancement	• Proactively set speed limits and consider pedestrian volumes as a criterion in setting speed limits.
Proper Use of Pedestrian and Bicycle Traffic Control Devices and Detection (Signs, Markings, and Signals)	The City monitors its signals on a monthly basis to check for needed repairs. The City has upgraded many of its pedestrian signals to include pedestrian countdown signals. Nearly 100% of all signal s in the City have LED signal heads.	Enhancement	• Proactively adjust the timing clearance intervals at signalized intersections to account for the time needed for a bicyclist to clear the intersection and for 3.5 foot/second clearance interval for pedestrians • Proactively provide bicycle detection at all signalized intersections, with priority given to designated bicycle routes. • Proactively install pedestrian countdown signals at signalized intersections.
Public Art Public art encourages walking by improving the pedestrian realm and walking experience.	El Cerrito has an Art In Public Places ordinance whereby new development projects must include 1% of their overall budget for public art or donate the same amount to the City art fund.	Enhancement	• Create walking tours and promotional materials highlighting public art.
Public Involvement and Feedback Process Responding to public concerns through advisory groups and public feedback mechanisms represents a more proactive and inclusive approach to pedestrian and bicycle safety.	El Cerrito has several mechanisms for receiving public comment on pedestrian and bicycle issues and needs: personal visits to City Hall, emails and phone calls to the Public Works Department, and submissions via the City's website. The City tracks requests in a database and provides status updates. The City has an ADA Advisory Group that provides guidance on implementation of the ADA Transition Plan and requests from the public.	Enhancement	• Create a robust web-based tracking system for complaints, allowing complainants to track the progress and status of their complaints.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
Safe Routes to School Program and Grant Funding School zones are particularly hazardous areas for pedestrians and bicyclists with many parents dropping off or picking up students. However, there are many benefits of having children walk or bike to school, including improving physical health and reducing traffic congestion. Safe Routes to School programs encourage and educate students and parents on how to safely walk and bicycle to school, and are coordinated with engineering and enforcement activities.	Contra Costa Health Services (CCHS) operates a Safe Routes to School Program in West Contra Costa County. While school sites may change, recently two El Cerrito elementary schools had Safe Routes programs: Fairmont Elementary School and Harding Elementary School. The El Cerrito Police Department is a visible provides targeted traffic enforcement near schools. The El Cerrito Public Works Department occasionally reviews vehicle, pedestrian and bicycle access and circulation around schools, mostly on a request basis, and then implements various parking and traffic modifications to address concerns. The Department also coordinates education and enforcement activities with others as noted above.	Enhancement	•Analyze the transportation and safety issues in each school area by coordinating a walk around the school site and along regularly traveled school routes with City and school staff, parents, and students. •Work closely with West Contra Costa Unified School District (WCCUSD) and private school entities to develop comprehensive Safe Routes to School Programs. Programming should treat the following kinds of issues: •Recommended routes to walk or bike to school •Benefits of walking or biking to school for parents and students •Location and prescribed traffic patterns for pick up and drop off areas •Potential fines for not obeying traffic laws in the school zone and pick up and drop off areas •Alternative locations for "park and walk" or "walking school bus" •Promote and aid in organizing "Walk to School Day" •Also, continue to work with CCHS to build on safe routes to school programs in El Cerrito schools. •Identify areas for safe and secure long term bicycle parking. •Continue to seek funding for Safe Routes to School infrastructure and non-infrastructure projects. •Continue traffic monitoring and enforcement by El Cerrito Police Department during school pick-up and drop-off periods, including ticketing of speeding, illegal parking, not stopping for pedestrians in the cross walk, and U-turn violations.
Traffic Management Procedures Traffic Management Procedures guide the City towards a consensus threshold on neighborhood traffic calming requests and approvals, as well as standard treatments and criteria.	In 2010, the City adopted a Neighborhood Traffic Management Plan.	Enhancement	• Work with developers to consider traffic calming improvements as part of development projects. •Implement the traffic calming measures identified in the San Pablo Avenue Complete Streets Plan as development occurs. • Work with residents to use appropriate traffic calming techniques on residential streets per the Neighborhood Traffic Management Program. • Ensure funding for traffic calming projects through inclusion in the CIP.

2. Goals, Policies & Recommendations

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS

Topic Area	Existing Efforts	Benchmark	Recommended Actions
Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-drive-alone options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.	The City has a TDM Program for employees that subsidizes commuter vouchers. The City's Employee Commuter Benefits Program is in compliance with the Bay Area Commuter Benefits Program adopted by the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission under Senate Bill 1339. The local TDM program is managed by the West Contra Costa County Transportation Advisory Committee. The San Pablo Avenue Specific Plan requires basic TDM for all new developments. Projects proposing 0-0.5 auto spaces/residential unit or 0-0.5 auto spaces/1,000 sf commercial (TOHIMU) and 0-1 auto spaces/residential unit or 0-0.5 auto spaces/500 sf commercial (TOMIMU) may be required to perform a parking study and/or provide additional TDM measures. There are electronic bike lockers at City Hall.	Enhancement	• Establish Citywide TDM policies as conditions of approval for development citywide. • Establish a Transportation Management Association (TMA) for the three core areas (El Cerrito Plaza, Del Norte, and Midtown) to coordinate parking, transit, and other TDM strategies and policies.
Use of Leading Pedestrian Intervals (LPIs), Pedestrian Scrambles, and other Pedestrian Timing Features LPIs provide pedestrians with "head start" signal timing before vehicles on the parallel street are allowed to proceed through the intersection. Pedestrian scrambles create an exclusive pedestrian signal phase. Other pedestrian timing features are also available to provide pedestrian-friendly signal timing.	The City has installed an LPI at the Fairmount/Ashbury intersection.	Enhancement	• Consider additional locations for LPI placement where pedestrian volumes are high. • Consider installing an exclusive pedestrian phase, such as a pedestrian scramble at key pedestrian demand areas, such as near retail areas and schools. • Explore implementing other pedestrian timing features, such as "Rest in Walk", to provide pedestrian-friendly signal timing throughout the City. Specifically, the "Rest in Walk" feature maximizes pedestrians' opportunity to begin crossing the street in situations where there are variable-duration vehicular green phases.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
Education and Encouragement Programs These programs focus on informing the public of benefits of walking and biking and educating them on how to do so safely. Education and encouragement programs also include special events that promote active transportation, such as Bicycle to Work Day or bicycling skills courses. They can also include driver education programs to information drivers of how to interact safely with bicyclists and pedestrians. Speeding, illegal parking, and not stopping for pedestrians in the crosswalk are all issues that can impact the safety of bicyclists and pedestrians and that can be addressed through education as well as enforcement.	El Cerrito participates in the Streetwise program through Contra Costa Health Services, which emphasizes pedestrian safety education and activity promotion. El Cerrito participates in the annual Bike to Work Day. The City occasionally partners with Bike East Bay to provide family bicycling workshops. The Police Department also offers a variety of educational programs, including hosting bicycle rodeos, providing bicycle safety education materials at El Cerrito events, and training Richmond bicycle officers and BART police. They also set up DUI checkpoints in coordination with the City of Richmond and Contra Costa County.	Opportunity	Focus efforts on the following key areas: 1. Encourage and Promote Walking • Partner with the El Cerrito Trail Trekkers to publicize and distribute a map of trails, hillside paths, and walking routes. Post and make hard copies available at entrances to parks, and civic buildings, and post an electronic version on the City's website. Coordinate with the El Cerrito Historical Society on interpretive guides they plan to produce. Include information about the health and fitness benefits of walking and jogging in relevant outreach materials. • Implement projects to highlight pedestrian routes and guide pedestrians to key destinations. Continue to work with Trail Trekkers on installation of wayfinding signs that promote use of trails, hillside paths and walking routes. • Encourage and support the use of walking routes for charity walks, school events, or races. 2. Encourage and Promote Safe Bicycle Riding • Publish maps that highlight the bicycle network, end trip facilities, and connections to other bicycle routes. Post the map at end trip facilities (such as the BART bicycle parking areas), make hard copies available at civic buildings and bicycle shops, and post an electronic version on the City's website. Include bicycle safety tips and the benefits of bicycle riding on the maps. Use existing available maps, such as the Berkeley Biking and Walking Guide, and work to create one focused on El Cerrito. • Post signs to highlight bikeways and guide bicyclists to key destinations. • Continue the "Bike to Work Day" program by promoting the event, including among City employees. Coordinate with the regional Bike to Work Day program to publicize and promote the event in El Cerrito. • Coordinate with Bike East Bay and other organizations to sponsor bicycle street safety education classes for both school-aged and adult riders and a recreational ride to showcase new bicycle facilities or improvements. Classes may focus on topics such as "the rules of the road", bicycling skills, theft prevention, bicycle mechanics, learn-to-ride for youth or adults, bicycle-pedestrian conflicts on the Ohlone Greenway and at crosswalks as well as strategies for bicycle-auto interactions and more. • Consider coordinating with Bike East Bay and other organizations on a "bike traffic school" diversion program, as allowed under law, enabling ticketed bicyclists to attend a free class and have their fine reduced.

TABLE 2-1: BENCHMARKING ASSESSMENT & RECOMMENDATIONS			
Topic Area	**Existing Efforts**	**Benchmark**	**Recommended Actions**
			3. Other Areas • Partner with Bike East Bay and other organizations to implement a driver-focused bicycle and pedestrian safety education program, targeted toward teen learners, professional drivers, or others apprehended during enforcement activities. • Consider developing bicycling and pedestrian safety and informational brochures specific to El Cerrito
Source: Fehr & Peers, 2016.			

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3. Existing Conditions

3. Existing Conditions

El Cerrito Today

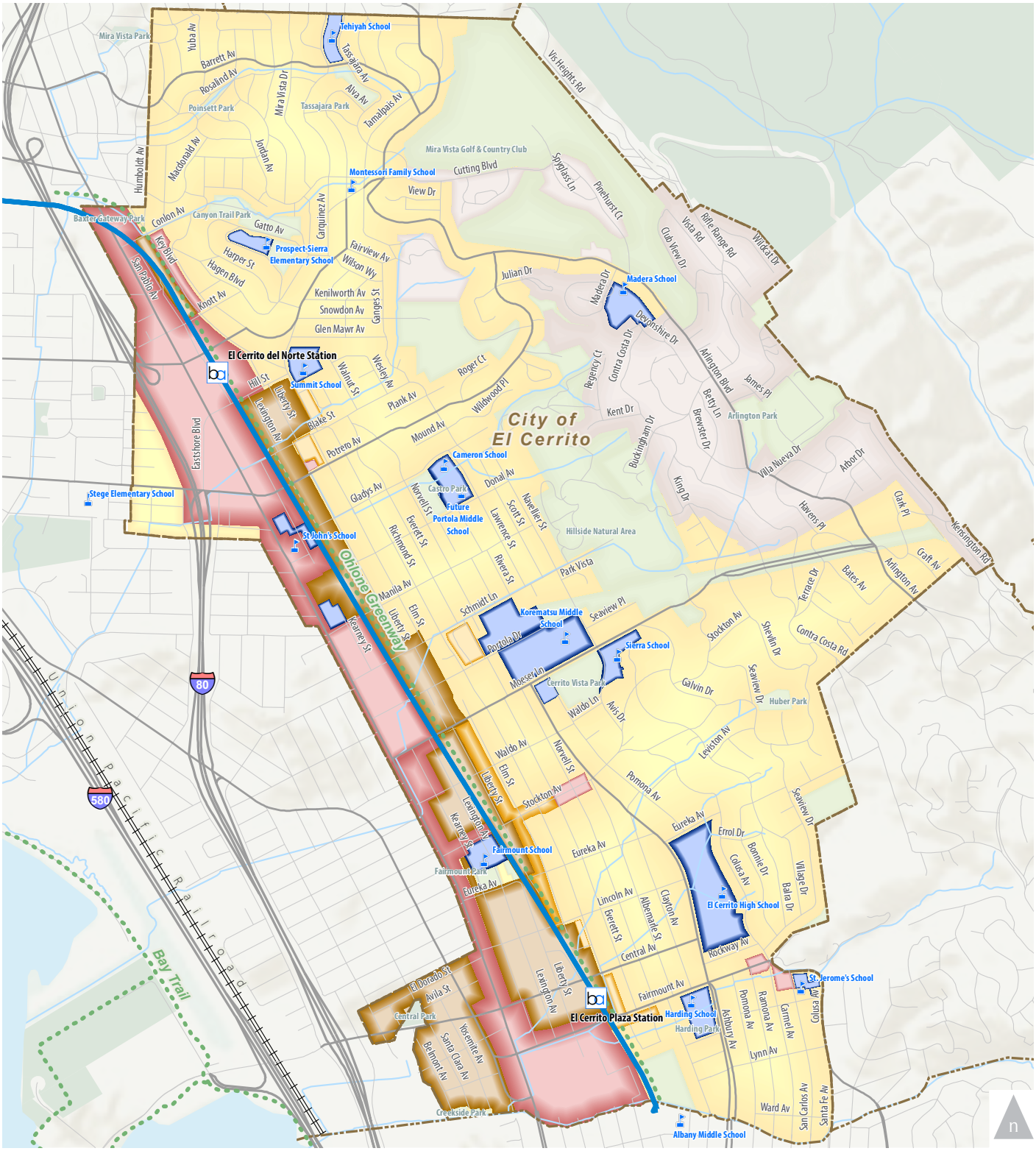
Land Use

The City of El Cerrito is a safe, connected, and environmentally-focused Bay Area destination with vibrant neighborhoods, businesses and public places, and diverse cultural, educational and recreational opportunities for people of all ages. Centrally located along the I-80 and San Pablo Avenue corridors in the East Bay region, El Cerrito is a predominantly residential community with access to major public transportation and regional economic centers. El Cerrito is the southernmost jurisdiction in Contra Costa County. The City of Richmond is north and west and the City of Albany shares the southern border. Wildcat Canyon Regional Park and unincorporated Kensington and Richmond Heights are east and north of the City respectively.

El Cerrito is a predominantly residential community. The lower elevations have a grid pattern of development, provision of sidewalks, and on-street parking. In higher elevations, the development pattern follows the natural contours of the land and is characterized by steep slopes, circuitous streets, and sporadic provision of sidewalks. Since El Cerrito is a predominantly residential community, the major economic generators in the City are commercial and retail stores to serve the residents. There are over 8,000 jobs in El Cerrito with the main areas of employment being retail (34%) and services (42%).

San Pablo Avenue, historically a transit and automobile thoroughfare, is both the City's primary commercial corridor and a major arterial connector. It lies between BART, the regional commuter rail system, and Interstate 80 (I-80), which provides direct connections to the Bay Bridge and San Francisco. The Ohlone Greenway, a regional multiuse trail, runs beneath the BART tracks and parallel to San Pablo Avenue, connecting the City's two BART stations to other regional pedestrian and bicycle facilities. Given the close proximity to both I-80 and I-580, regional traffic congestion has a spillover effect on San Pablo Avenue, which serves as California State Route 123 from the southern city boundary to Cutting Boulevard. Several recent public and private investments have enhanced the Avenue, including Ohlone Greenway improvements, San Pablo Avenue streetscape improvements, bicycle and pedestrian infrastructure projects, and private development to help alleviate traffic problems and to encourage walking and biking in El Cerrito.

In addition to San Pablo Avenue, there is commercial development along Fairmount Avenue and Stockton Avenue. **Figure 3-1** and **3-2** displays the major land uses and key destinations in El Cerrito, such as commercial centers, schools, parks and transit stations.

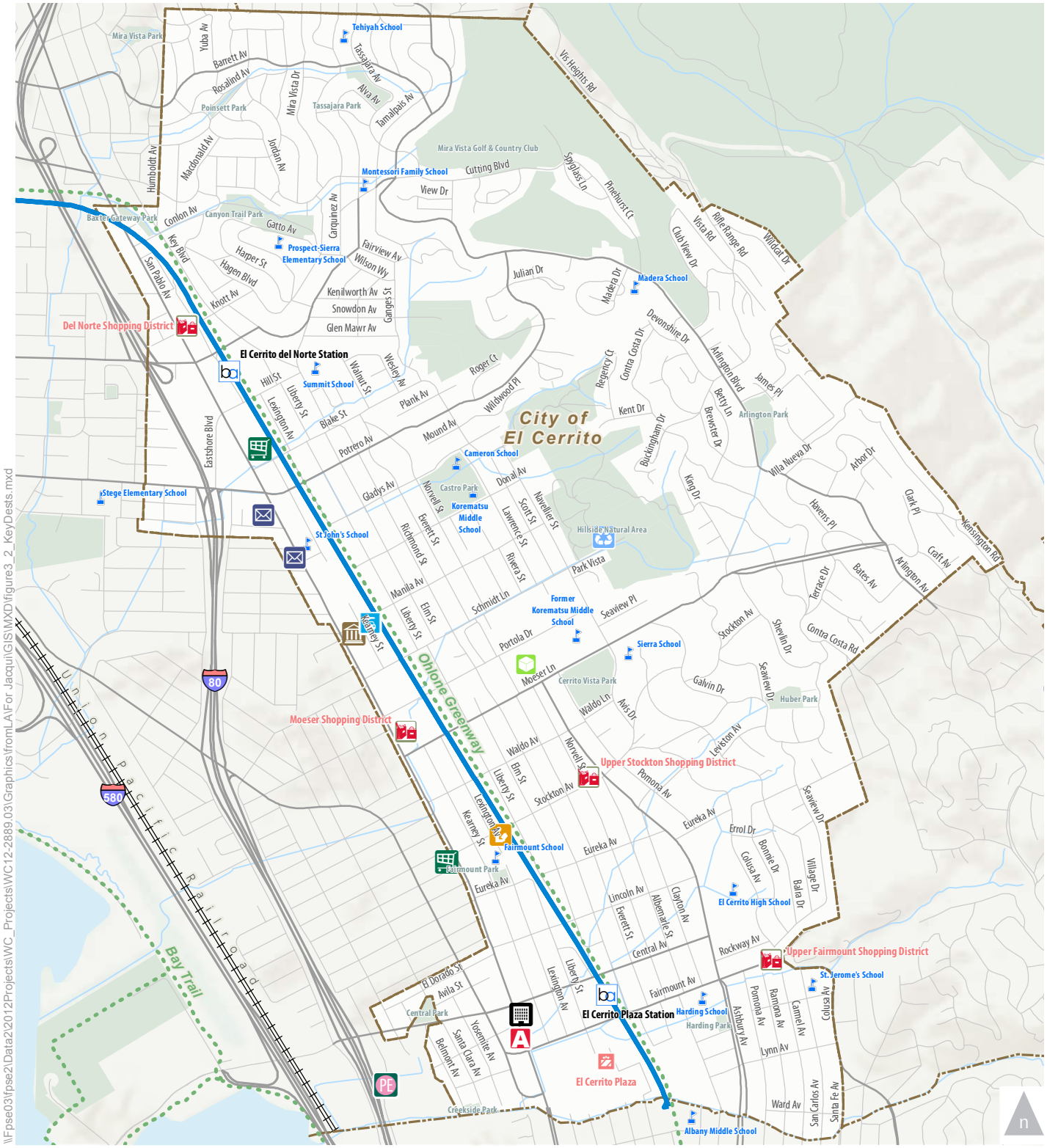


Land Use

- High Density
- Medium Density
- Low Density
- Very Low Density
- Commercial/Mixed Use
- Institutional & Utility
- Parks & Open Space

Figure 3-1

Existing Land Uses



School
Park
Department of Motor Vehicles
City Hall
El Cerrito Community Center
Library
Grocery Store
Post Office
Recycling Center
Pacific East Mall
Cerrito Theater
Pastime Ace Hardware
Shopping District
El Cerrito Plaza

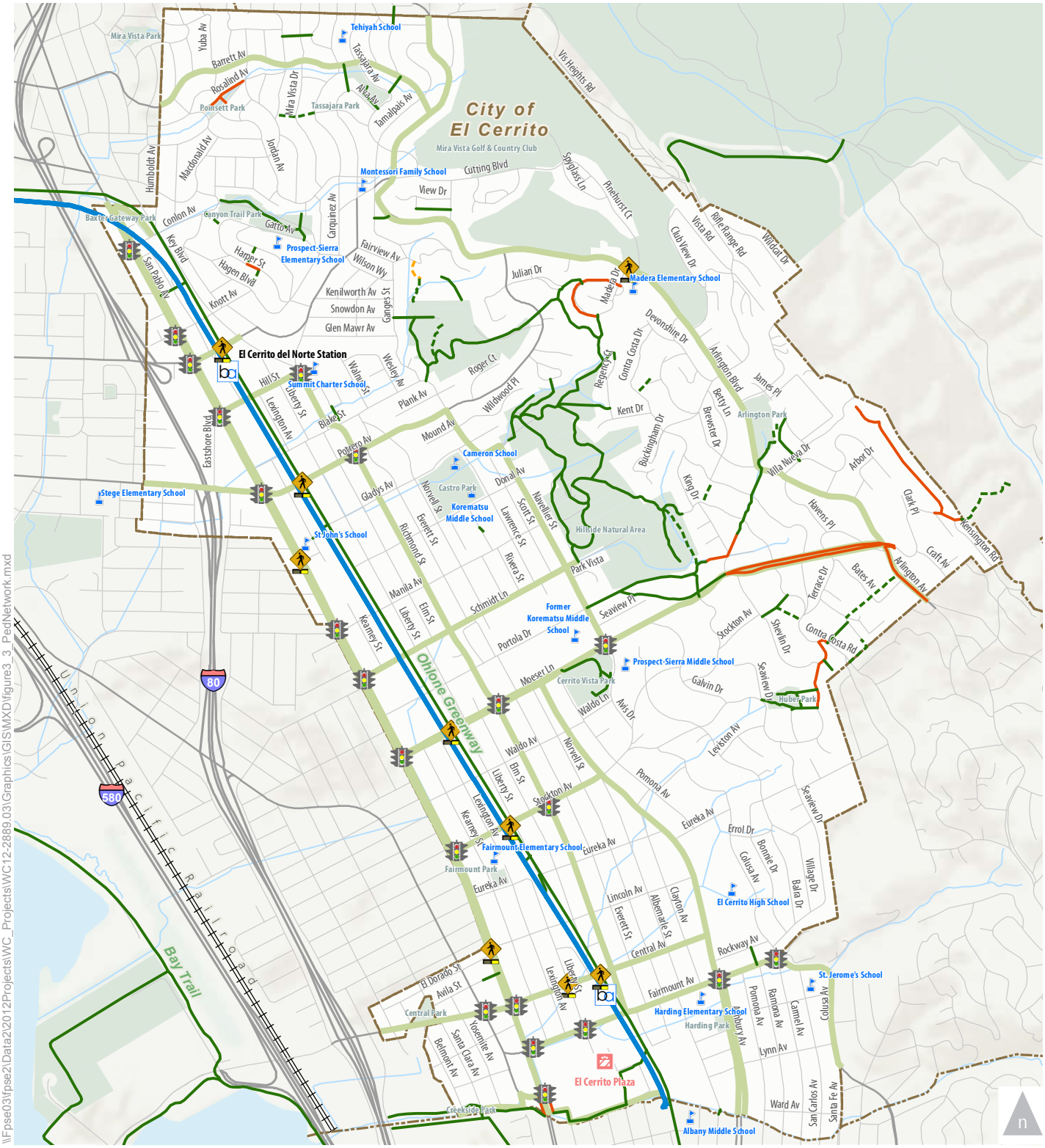
Figure 3-2
Key Destinations

Existing Walking Network

El Cerrito seeks to provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the city. As described above, the flat portions of the City have a grid network while the streets in the hills follow a more curvilinear route. Typical local streets are about 30 to 40 feet wide and allow for on-street parking on both sides. Sidewalks are provided along a majority of the streets in the grid network. Some locations have planting strips that provide a buffer between the street and the sidewalk. San Pablo Avenue is the major commercial arterial through the City and serves as a connection to major destinations, as well as serving as a major destination itself. Sidewalks and crosswalks are provided along the full length of the corridor, with periodic landscape buffering between the street and sidewalk. Near schools, transit stations, trails and other popular pedestrian destinations, sidewalks, crosswalks and additional pedestrian markings are provided.

There are several mixed use paths that help connect El Cerrito with neighboring cities. The Ohlone Greenway is a major bicycle and pedestrian facility that is used for both recreational and utilitarian trips. The Baxter Creek Greenway Restoration (2005) is an extension of the Ohlone Greenway north to San Pablo Avenue. The City of Richmond has a related project that will connect the Ohlone Greenway to the Richmond Greenway. The Cerrito Creek Greenway, located at the City's southern border, provides pedestrian access on a pathway and sidewalks along Cerrito Creek from the Ohlone Greenway to Creekside Park. Other pedestrian paths and fire trails are located in the Hillside Natural Areas, Canyon Trail Park, and Huber Park. In addition to those, the Trail Trekkers, with the assistance of the National Park Service, has mapped a variety of other informal pathways and trails that are often used or in need of development.

Figure 3-3 provides a detailed map of the existing public trail network, city sidewalks that act as connectors to the trail network, and impassible public and private trails. The Pedestrian Routes designated in the 2007 Circulation Plan are shown. Traffic signals and flashing beacons that assist with pedestrian crossing of the roadway are also shown. **Appendix D** presents a detailed discussed of pedestrian facilities around the City's major transit hubs.



Existing Pedestrian Network Facilities

- Existing Public Trail/Path
- City Sidewalk Trail Link
- Impassible Public Trail
- Impassible Private Trail
- Designated Pedestrian Route (2007)
- Traffic Signal
- Flashing Crosswalk

Figure 3-3

Existing Pedestrian Network

Existing Bicycling Network

Bicycle Network

Based on the range of needs of cyclists, physical constraints, and financial limitations, it is necessary to design different types of bikeways to provide connections to other bike facilities and key destinations. El Cerrito Bikeways are classified into three major classes as shown in **Figure 3-4**. These definitions correspond to the definitions given in the Caltrans *Highway Design Manual*. Class I Bikeways are bike paths on a separated right of way for exclusive use for bicyclists and, typically, also for pedestrians, with vehicle cross-flow minimized. The Ohlone Greenway is an example of a Class I Bikeway. Class II Bikeways, also known as bike lanes, are a restricted right-of-way and are designated for the use of bicycles with a striped lane on a street or highway. Bicycle lanes are generally five feet wide and vehicle/pedestrian cross-flow are permitted. Finally, Class III Bikeways are bicycle routes designated with signage and/or striping that provide shared use of existing travel lanes with motorists.

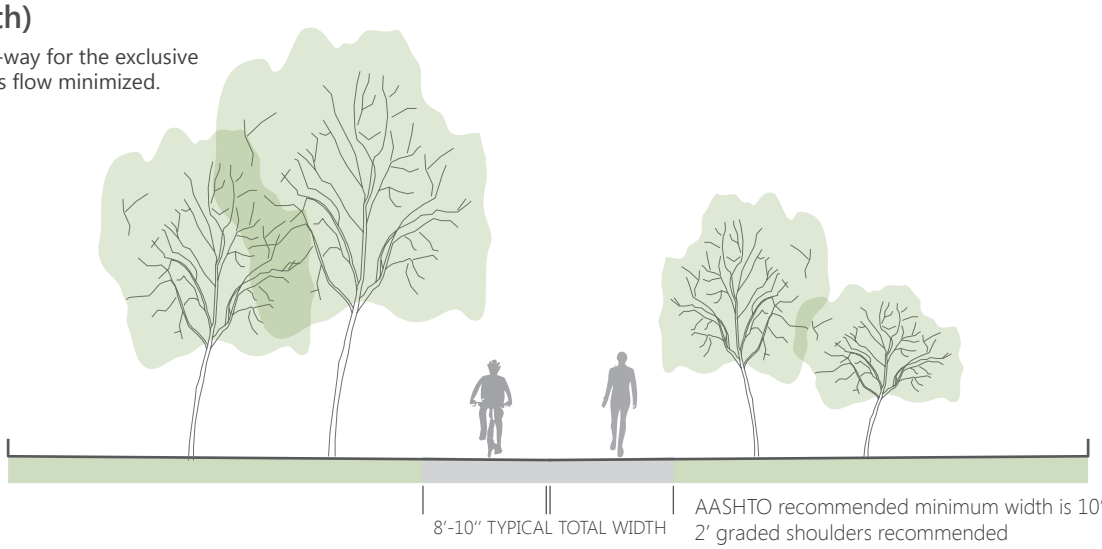
As described in **Table 3-1,** there is currently one major Class I facility in El Cerrito, the Ohlone Greenway, a heavily traveled mixed-use path that runs north-south through the City. Various other bicycle facilities are located close to the BART stations and near the San Pablo Avenue corridor. **Figure 3-5** depicts the existing bicycle facilities.

TABLE 3-1: EXISTING BICYCLE FACILITIES

Path	From	To	Length (miles)
Shared-Use Paths (Bike Path)			
Ohlone Greenway	San Pablo Avenue	Southern City Limit	2.60
Bicycle Lanes			
Ashbury Avenue	Fairmount Avenue	Albany City Limit	0.35
Carlson Boulevard	Northern City Limit	San Pablo Avenue	0.42
Eastshore Boulevard	San Pablo Avenue	Potrero Avenue	0.19
Moeser Lane	San Pablo Avenue	Pomona Avenue	0.40
Bicycle Routes			
Ashbury Avenue	Moeser Lane	Fairmount Avenue	0.90
Belmont Avenue	Lassen Street	Cerrito Creek Connection	0.04
Central Avenue	San Pablo Avenue	Ohlone Greenway	0.23
Cutting Boulevard	Ohlone Greenway	Elm Street	0.25
El Cerrito Plaza	Kains Avenue	Evelyn Street	0.19
Elm Street	Hill Street	Blake Street	0.18
Hill Street	Ohlone Greenway	Elm Street	0.15
Kains Avenue	San Pablo Avenue	Southern City Limit	0.08
Key Boulevard	Northern City Limit	Hill Street	0.26
Lassen Street	Carlson Boulevard	Belmont Avenue	0.13
Potrero Avenue	Western City Limit	Ohlone Greenway	0.39
Richmond Street	Blake Street	Moeser Lane	0.82
Stockton Avenue	San Pablo Avenue	Ohlone Greenway	0.15

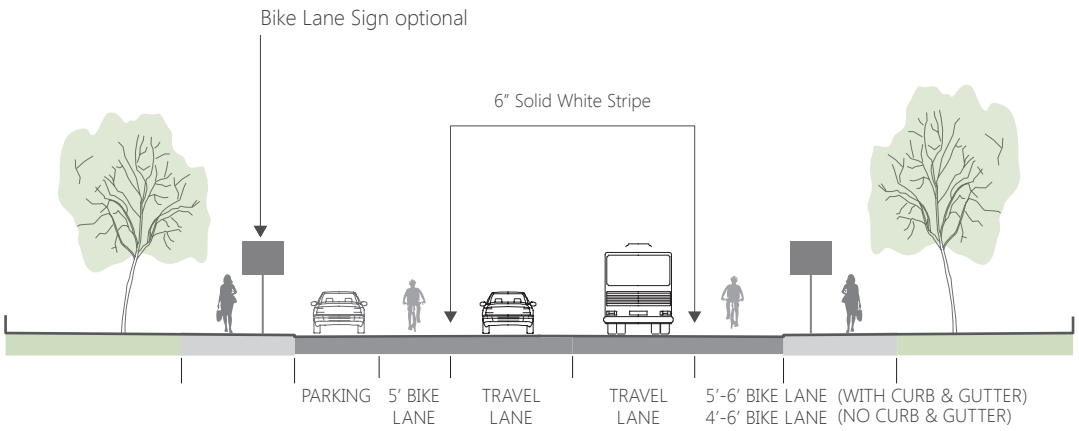
CLASS I BIKEWAY (Bike Path)

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



CLASS II BIKEWAY (Bike Lane)

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



CLASS III BIKEWAY (Signed Bike Route)

With Optional Sharrow Pavement Marking

Provides for shared use with motor vehicle traffic.

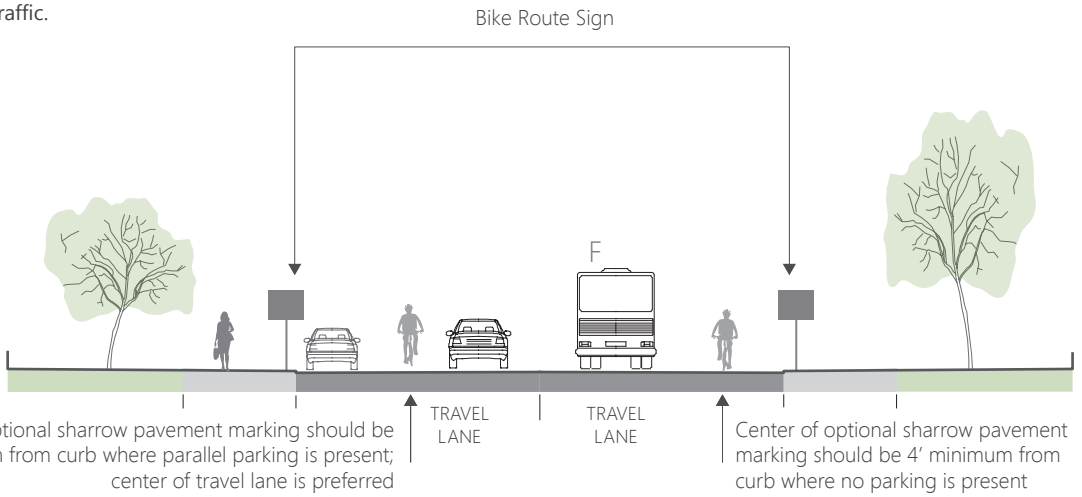
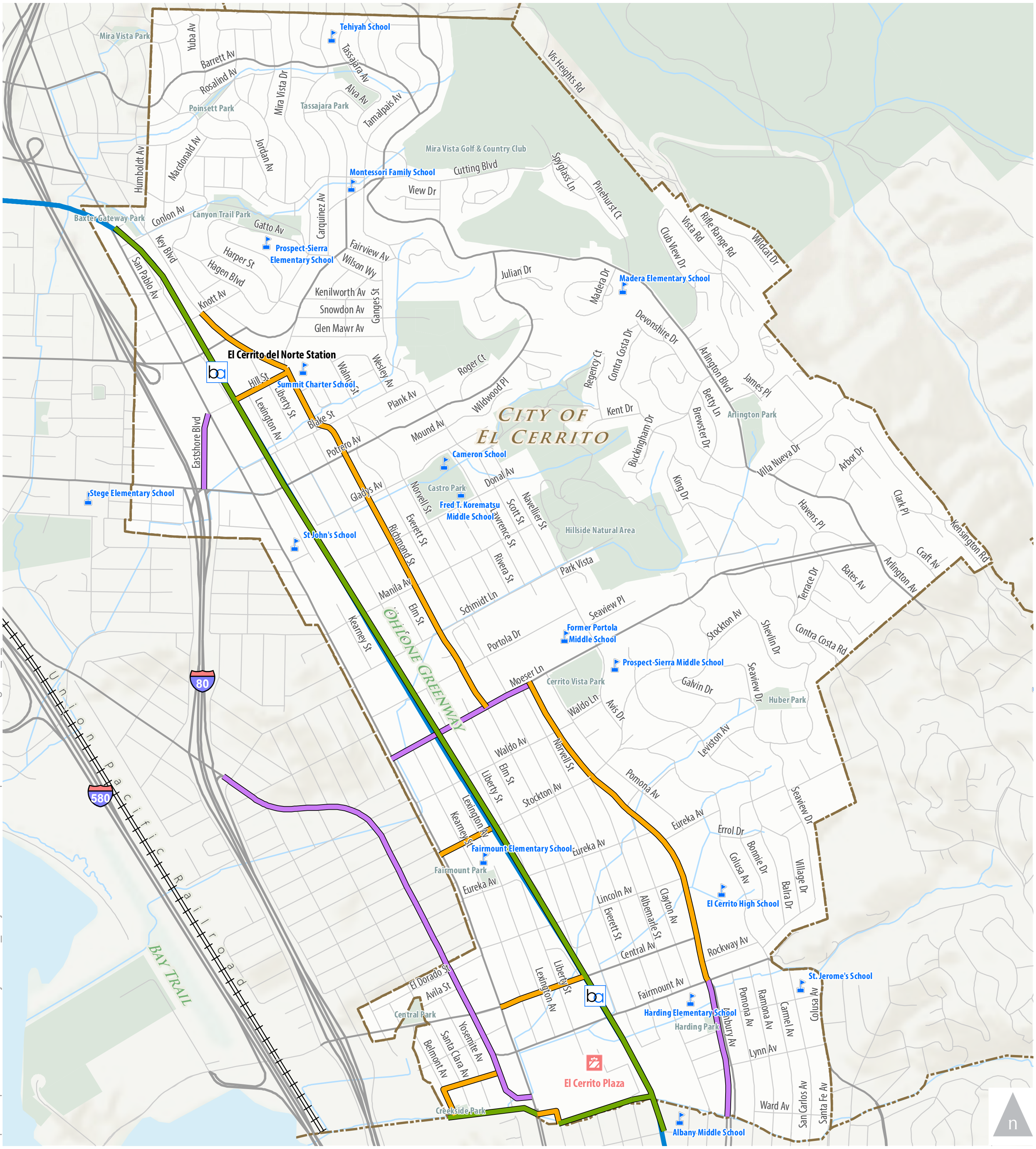


Figure 3-4

Existing Bikeway Classifications



Existing Bicycle Network Facilities

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III with Sharrows

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Figure 3-5

Existing Bicycle Network

Bicycle Parking

Bicycle parking and support facilities are needed at civic, residential, commercial, and office spaces to accommodate both short term and long term parking. Parking is a low-cost effective way to encourage cycling and improve the functionality of a bikeway network; it reduces the threat of theft, makes bicyclists feel welcome and increases the visibility of bicycling. **Table 3-2** lists known locations where bicycle parking – racks and/or lockers – can be found.

Bicycle parking facilities may be classified either as long-term (also known as Class Ⅰ) or short-term (Class Ⅱ). Class Ⅰ parking is meant to be used for more than two hours and is typically used by employees at work, students at school, commuters at transit stations and residents at home. Class Ⅰ facilities are secure and weather-protected; examples include bike lockers and "bicycle corrals" (fenced-in areas usually secured by lock and opened by keys provided to users).

Class Ⅱ, or short-term parking, is meant for visitors, customers at stores and other users who normally park for less than two hours. The most common example of Class Ⅱ parking is bicycle racks. Racks should be installed according to manufacturers' guidelines; be located in secure, well-lit and highly visible areas; be located as close as possible to the main entrance and no farther from the entrance than the nearest non-handicapped car parking space; be anchored to the ground; and, allow for the locking of both the frame and wheels of a bicycle.

Bicycle Parking Policies

The El Cerrito Municipal Code sets forth guidelines for required bicycle parking in Section 19.24.090 and in the *San Pablo Avenue Specific Plan*. The number of required spaces varies based on building type: residential buildings have required spaces per unit, school requirements are based on number of classrooms, parking facilities requirements are based on number of auto spaces, and commercial and public building requirements are based on square footage. The detailed list of required bicycle parking spaces is shown on Table 19.24-D of the Municipal Code and FBC Table 29 of the *San Pablo Avenue Specific Plan*.

Municipal Code 19.24.100 describes short-term and long-term bicycle parking standards for the City. This includes detailed standards for the parking location relative to the buildings it serves, as well as standards for bike lockers, bike racks, and the security and visibility of each.

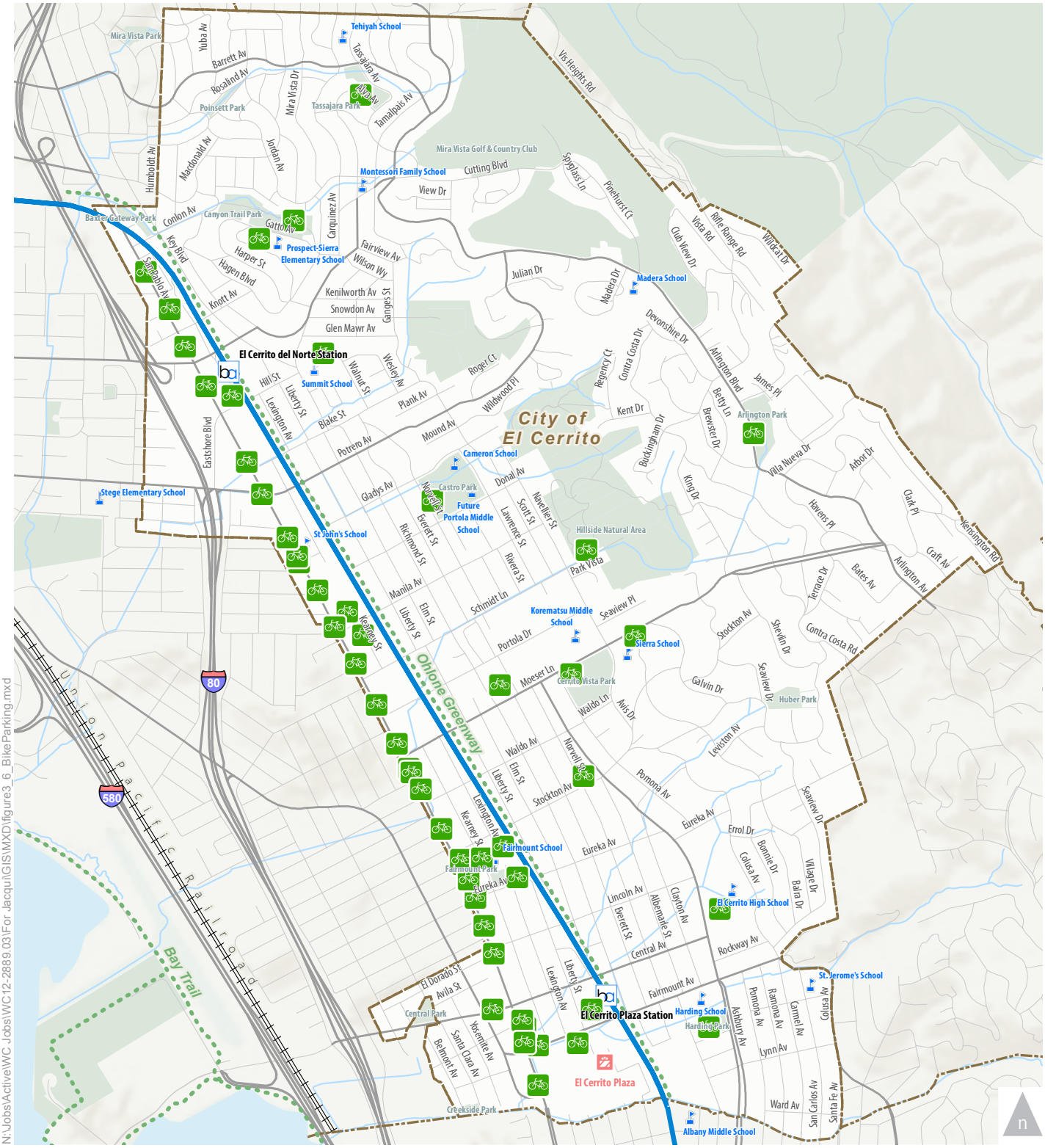
End of Trip Facilities

El Cerrito has numerous existing bicycle parking facilities at major destinations throughout the City. In conjunction with a recent streetscape project on San Pablo Avenue, bicycle racks are now provided at every bus stop along the corridor. Bike parking is also provided at all schools and parks, both BART stations, City Hall, and the Community Center. Known existing bicycle parking locations are presented in **Table 3-2**.

TABLE 3-2 EXISTING BICYCLE PARKING LOCATIONS

Location	Short-Term Spaces[1]	Lockers[2]
Plaza BART Station	94	96
del Norte BART Station	126	44
City Hall	5	2
Community Center	14	4
Recycling Center	4	1
Library	3	0
Senior Center	1	0
Corporation Yard	0	1
Public Safety Building	2	2
DMV	2	2
Well Grounded	1	0
Ifshin Violins	1	0
San Pablo Ave		
City Limits to Potrero	12	0
Potrero to Moeser	16	0
Moeser to City Limits	40	0
Parks		
Tassajara Park	2	0
Canyon Trail Park	10	0
Hillside Natural Area	unknown	
Castro Park	2	0
Cerrito Vista Park	8	0
Fairmount Park	0	0
Central Park	0	
Creekside Park	0	
Arlington Park	2	0
Poinsett Park	0	0
Huber Park	0	0
Harding Park	2	0
Schools	Number of Spaces/Number of Students[3]	
Cameron School	0/unknown	
Tehiyah Day School	0/290	
Prospect Sierra (two campuses)	2/245	
St. John's School	2/278	
Madera Elementary School	0/350	
Fred T. Korematsu Middle School	under construction	
Fairmount Elementary School	10/300	
El Cerrito High School	28/1230	
Harding Elementary School	0/320	
St. Jerome's School	0/224	
Summitt Charter School	2/250	

1. Short-term bicycle parking spaces typically consist of racks, such as inverted U-racks or staple racks, where bicyclists can secure their bikes while making short trips.
2. Each locker typically provides two secured bicycle parking spaces.
3. School population estimates based on 2007 estimates. Bike parking information is based on a walking assessment and may not capture all facilities provided by the school.
Source: City of El Cerrito, 2015.



Existing Bicycle Parking Facility

Figure 3-6

Existing Bicycle Parking

3. Existing Conditions

Existing Walking and Biking Trips

A common term used in describing demand for bicycle and pedestrian facilities is "mode split." Mode split refers to the form of transportation a person chooses to take, such as walking, bicycling, public transit, or driving. **Table 3-3** presents the Bay Area Travel Survey (BATS, 2000) data on the number of trips and percentage mode split. Though the data is older, it provides the only currently available baseline for measuring mode shift for all trips in El Cerrito.

To achieve the vehicles miles traveled (VMT) reduction goals in the City's *Climate Action Plan*, this Plan and the *San Pablo Avenue Specific Plan* propose comfortable, accessible walking and biking facilities that will have the greatest ability to attract new walking and biking trips, in addition to travel demand management and parking management strategies. In order to achieve these goals, there must be a seven percent shift from autos to active modes and transit by 2040. The bicycle mode share is expected to double during that time with the build out of this Active Transportation Plan. The mode shift assumed with the build out of both plans is presented in **Table 3-3**.

TABLE 3-3: PROJECTED INCREASE IN WALKING AND BIKING

Mode	Baseline Mode Split (2014)[1]	Mode Split with ATP and SPASP Build Out[2, 3] (2040)
Auto	72,014 (79.8%)	74,721 (72%)
Transit	9,024 (10%)	13,491 (13%)
Bicycle	632 (0.7%)	2,076 (2%)
Pedestrian	8,573 (9.5%)	13,491 (13%)

1. Assumes that the average household makes approximately 9 trips per day. ACS 2010-2014 five year estimates indicate that El Cerrito has 10,027 total households. Therefore, 90,243 trips per day in El Cerrito are assumed in the baseline. Mode split is estimated from the Bay Area Travel Survey (2000), which is the only currently available data source for walking and biking trips of all trip types.

2. ATP=*El Cerrito Active Transportation Plan*, SPASP=*San Pablo Avenue Specific Plan and Complete Streets Plan*

3. A conservative 15% growth rate in trip generation was assumed.

Source: El Cerrito Climate Action Plan, San Pablo Avenue Specific Plan, Fehr & Peers, 2014.

Collision Analysis

Collision analysis is an important initial step in the citywide bicycle and pedestrian planning effort, as it can help to identify patterns in locations and collision factors that can be addressed in the Active Transportation Plan. Identifying these patterns in the context of existing pedestrian activity and safety issues can help staff and decision-makers to develop safety-related policies, priority areas for improvement, and related education and enforcement

3. Existing Conditions

Collision data from 2007 to 2012 was acquired from the Statewide Integrated Traffic Records Systems (SWITRS), a database created by the California Highway Patrol (CHP).

Collisions in Context

Understanding how the number of pedestrian-involved collisions in El Cerrito compares to cities of comparable size can be a useful planning tool. Caltrans' Office of Traffic Safety maintains a database of collision injuries and fatalities across the state for each year. Cities are grouped by size according to total population and similar daily vehicle miles traveled (VMT). City of El Cerrito rankings for 2011, the most recent year available for Caltrans rankings, are summarized in **Table 3-4** below. This data represents collisions from 2011 only.

In the data summarized in Table 3-4, a high ranking indicates a higher incidence of fatality and injury records than other similar cities (based on either vehicle miles traveled or average population). Therefore, a higher ranking (with 1 as the highest possible ranking) is undesirable, and a lower ranking (with 108 as the lowest possible ranking) is most desirable. As shown in the above table, nearly 20% of all collisions in 2011 were pedestrian-related collisions; just fewer than 10% of the collisions were bicycle-related. Pedestrian injuries and fatalities rank higher than total traffic injuries and fatalities for ranking grouped by daily VMT and average population. This indicates that when compared to cities with similar daily VMT or population, El Cerrito pedestrians are disproportionately impacted by traffic collisions compared to total traffic injuries and fatalities. In general, El Cerrito runs in the high range for all traffic injuries and fatalities, ranking slightly higher among cities with similar daily VMT and lower among cities with similar population. As with all general pedestrian collision data, this could be

TABLE 3-4: EL CERRITO COLLISION RANKINGS AMONG SIMILAR CITIES[1]

Type of Collision	Victims killed and injured	Ranking, by Daily Vehicle Miles Traveled	Ranking, by Average Population[2]
Total fatal and injury	72	27/108	35/108
Pedestrians	10	12/108	23/108
Pedestrians < 15	2	23/108	21/108
Pedestrians 65+	1	28/108	33/108
Bicyclists	6	35/108	41/108
Bicyclists < 15	0	86/108	104/108

Notes:

1. The California Office of Traffic Safety releases annual rankings. 2011 rankings were available at the time of writing of this Plan.

2. 108 is the total number of cities with populations 25,000 and under for which OTS reports collision rankings. The lower the number, the higher frequency of collisions a City has compared to other California sizes with similar average population sizes. Rankings are prepared by both average population and by average vehicle miles traveled (VMT).

Source: California Office of Traffic Safety (OTS) 2011Rankings

an indication of poor pedestrian conditions, higher pedestrian volumes, or both. When looking at these statewide rankings, several factors should be considered to contextualize the high number of pedestrian collisions. For example, the frequency of collisions can be indicators of high pedestrian volumes and/or poor pedestrian safety conditions. As described in the previous section, El Cerrito has a high percentage of walking mode share compared to cities of similar size, which may contribute to its high pedestrian collision ranking.

Walking

Intersection Trends

Approximately 68 percent (41) of all pedestrian-related collisions between 2007 and 2012 occurred at intersections. The remaining 32 percent (19) occurred at mid-block locations. **Table 3-5** presents the 5 intersections with two or more reported pedestrian collisions between 2007 and 2012.

TABLE 3-5: INTERSECTIONS WITH TWO OR MORE PEDESTRIAN-INVOLVED COLLISIONS – 2007 TO 2012

Intersection	Collisions Reported
San Pablo Avenue & Lincoln Avenue	3
San Pablo Avenue & Wall Avenue	2
Carlson Boulevard & Central Avenue	2
Carlson Boulevard & San Diego Street	2
Potrero Avenue & Eastshore	2
Source: SWITRS 2007-2012	

These five intersections account for approximately 27 percent (11) of all pedestrian-involved collisions reported from 2007 to 2012. Of the collisions that occurred at intersections, 83 percent (34) had a primary collision factor indicating that vehicle violated the pedestrian right of way.

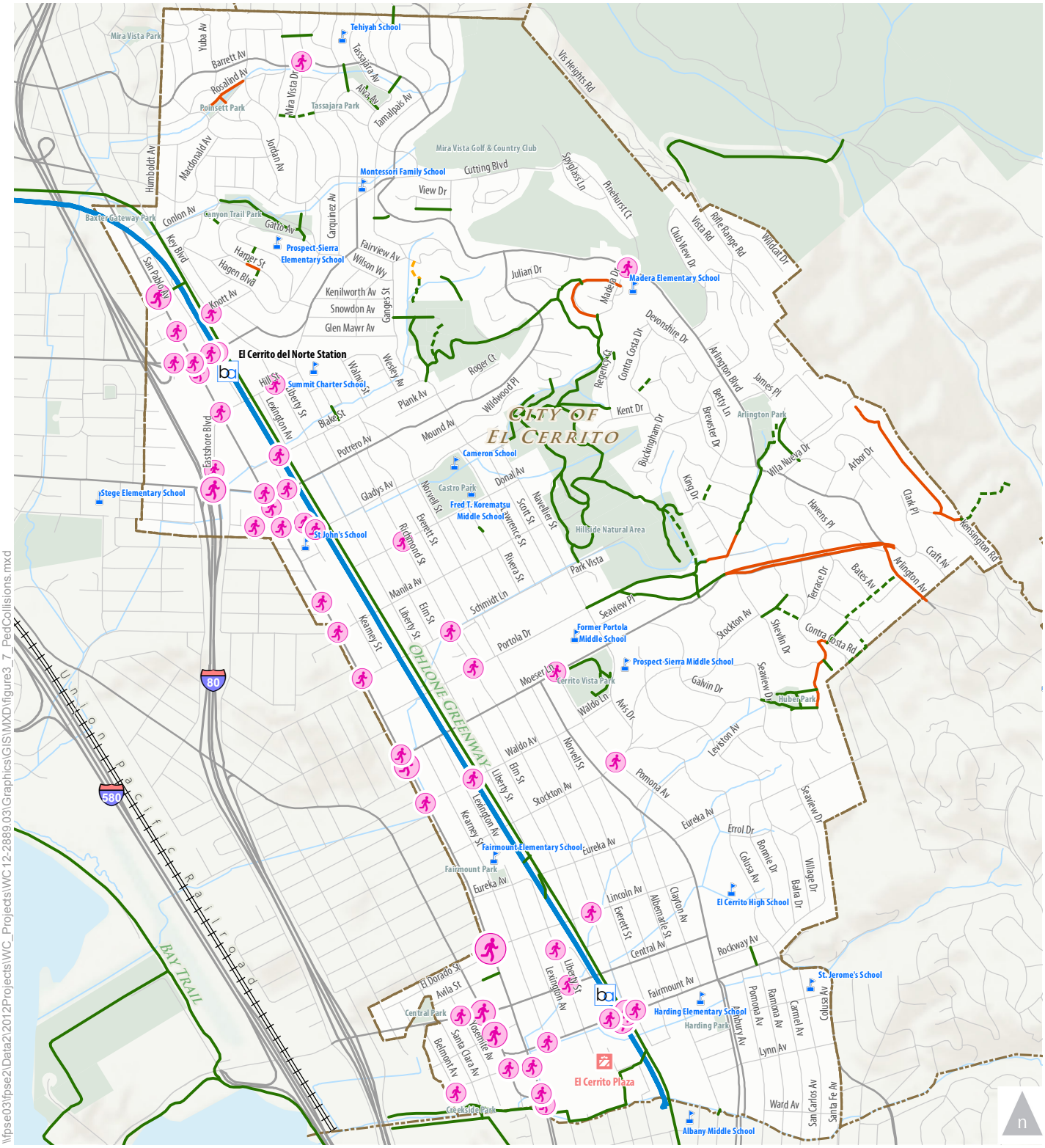
During this same time period, the City has implemented safety improvements at many of these high-frequency collision locations, most notably the following two:

- **San Pablo Avenue/Lincoln Avenue** (2011): installed flashing crosswalk
- **Potrero Avenue/Eastshore Boulevard** (2012): installed protected left-turn, removed free right turn, and added marked crosswalk

Corridor Trends

Often times collision patterns are found along a corridor, where the conditions and volumes are consistent along its length. The greatest number of mid-block pedestrian collisions occurred on San Pablo Avenue. Additionally, Fairmount Avenue near Richmond Street had three collisions during this time period, a block with high pedestrian traffic due to the adjacent El Cerrito Plaza BART station. The specific collision locations are mapped on **Figure 3-7.**

Because these are the areas with the highest concentration of pedestrian and vehicular traffic volumes, a higher number of collisions are not unexpected. Many of these roadways are multi-lane arterials, and some are two-lane roadways. Therefore, pedestrian collision risk is not limited to the widest, most difficult to cross corridors, and solutions should be developed with a variety of roadway characteristics in mind.



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Number of Collisions

- 1
- 2
- 3

Existing Pedestrian Network Facilities

- Existing Public Trail/Path
- City Sidewalk Trail Link
- Impassible Public Trail
- Impassible Private Trail

Figure 3-7

Pedestrian-Auto Collisions, 2008-2012

Biking

Approximately 48 percent (28) of all bicycle-related collisions between 2007 and 2012 occurred at intersections. The remaining 52 percent (30) occurred at mid-block locations. Of the intersection collisions reported during this period, 50 percent occurred along San Pablo Avenue (8 collisions) and at Ohlone Greenway crossings (6 collisions). **Table 3-6** presents intersections with the highest number of bicycle-auto collisions.

TABLE 3-6: INTERSECTIONS WITH TWO OR MORE BICYCLE-INVOLVED COLLISIONS – 2007 TO 2012

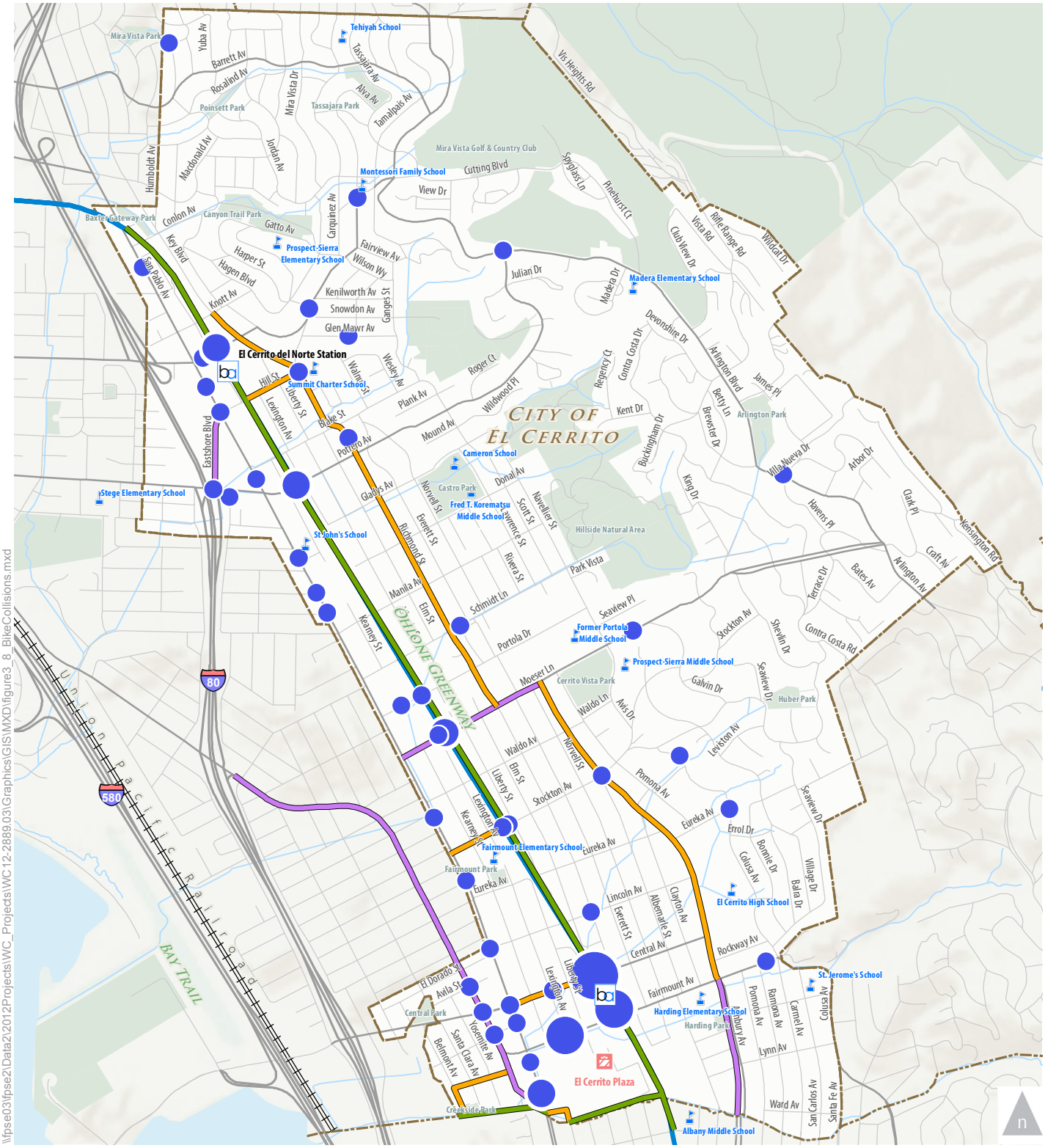
Intersection	Collisions Reported
Cutting Boulevard & Ohlone Greenway (El Cerrito Del Norte BART Station)	2
Fairmount Avenue & Ohlone Greenway (El Cerrito Plaza BART Station)	2
San Pablo Avenue & Carlson Boulevard	2
Source: SWITRS 2007-2012	

The greatest number of mid-block collisions occurred on San Pablo Avenue (9) and Central Avenue (6). These two corridors account for 47% of the reported mid-block collisions from 2007-2012. All of the bicycle collisions on Central Avenue occur near the Plaza BART station, likely due to the higher bicycle traffic associated with the station. The specific collision locations are mapped on **Figure 3-8.**

As with the pedestrian collisions, a higher number of bicycle collisions are not unexpected on San Pablo Avenue, Ohlone Greenway, and Central Avenue due to the high volume of traffic for all modes.

During the same time period as the collision counts, the City has implemented safety improvements at many of the high-frequency collision locations, including:

- **Cutting Boulevard/Ohlone Greenway**: Greenway path improvements (2013) and flashing crosswalk installed (2014)
- **Fairmount Avenue/Ohlone Greenway** (2013): Greenway path improvements and One Bay Area Grant (OBAG) – funded improvements to be installed
- **San Pablo Avenue/Carlson Boulevard (2013):** Class II bicycle lanes striped and installed protected left-turn signal



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Number of Collisions

1

2

4

5

Existing Bicycle Network Facilities

Class I Shared-Use Path

Class II Bicycle Lane

Class III with Sharrows

Figure 3-8

Bicycle-Auto Collisions, 2008-2012

4. Proposed Networks

4. Proposed Networks

This section presents the proposed pedestrian and bicycle networks, including specific recommended improvements. The information contained in this chapter uses the networks from the 2007 Circulation Plan for Bicyclists and Pedestrians as a base and provides updates based on circulation patterns and best practices in bicycle and pedestrian planning and design. The focus of the updates was on the creation of comfortable, accessible, safe, and connected walking and biking networks. Fieldwork was conducted to provide preliminary feasibility assessments for projects. Input from the City and the community alongside engineering judgment was used to determine proposed projects. Additional community outreach will be conducted during the final design of all projects.

ATP Pedestrian Routes

What Are ATP Pedestrian Routes?

The term "Pedestrian Routes" comes from the 2007 Plan. The term identified direct walking routes between key destinations such as schools, shopping areas, public services, recreational opportunities and transit and designated them as a priority for accessibility, safety and other improvements. As such, pedestrian routes are a priority designation. While there may be existing walking facilities on the designated routes, this Plan includes enhancements that are recommended to improve the accessibility, safety, and comfort for users on these routes. This Plan maintains the 2007 Plan's definition of pedestrian routes and uses those routes with some minor modifications, referred to as a framework for understanding the City's priorities for walking improvements. On these designated ATP Pedestrian Routes, creating a safe, accessible, and comfortable walking environment is the highest priority. In some areas, this might include the installation of new sidewalks, striped crosswalks, and curb ramps, or reconstruction and repair of existing sidewalks. In other locations, streetscape improvements might be needed to slow traffic, provide shade or vegetation, and increase lighting at night. In all cases, as a result of the diverse topography and character of El Cerrito neighborhoods, ATP Pedestrian Routes consist of a wide array of walking facilities: roadways with sidewalks, shared-use pathways, stairs and trails through the hills, and shoulders and roadways where sidewalks may not be feasible or desired. The ATP Pedestrian Routes are shown on **Figure 4-1**. This Plan includes 18 miles of designated ATP Pedestrian Routes.

The ATP Pedestrian Routes also incorporate intersections, which can pose particular safety concerns for pedestrians. At these nodes, pedestrians must transition between the sidewalk and the street level while being cognizant of vehicular traffic movements. Typical hazards include high traffic volumes and speeds, wide streets with long crossing distances, complex signal timing or no traffic control, poor sight lines, lack of accessible ramps, and uneven or broken pavement in the crosswalk. Depending on the specific location, there are various improvements that will create a safer pedestrian environment at these areas of conflict. These improvements may consist of geometric improvements, such as reconfiguring intersections or reducing crossing distances with curb extensions, as well as striping, signing, lighting, and traffic control improvements. A list of proposed pedestrian improvements are presented in **Table 4-1** and discussed further below. A comprehensive citywide Crosswalk Policy to guide the enhancement, installation, removal, and relocation of crosswalks is located in **Appendix A**.

4. Proposed Networks

ATP Pedestrian Network

Several factors were taken into account in the designation and development of ATP Pedestrian Routes within the City of El Cerrito. The selection criteria and priorities included:

- Connections to local destinations, such as shopping centers, schools, civic buildings, and parks and recreational facilities
- Connections to regional destinations, such as bus lines, transit stations and parks
- Existing roadway conditions including traffic volumes, road width, lane configurations,
- Parking, topography, roadway pavement, and intersection control
- Existing sidewalk conditions including volume of pedestrians, sidewalk width, sidewalk pavement, curb ramps at intersections, street furniture, street trees and shading, adjacent vegetation, and lighting
- Accommodating both recreational and utilitarian walking trips
- Accommodating the needs of a diverse population

Most ATP Pedestrian Routes may have many of the features described above and are also considered for accessibility, safety, and comfort improvements to further enhance those walking routes. **Table 4-1** presents recommended improvement projects to enhance the pedestrian network. In addition to the identified projects, the ***ADA Transition Plan*** has detailed information about curb ramps, mid-block locations, and pedestrian signals needed and must be routinely consulted as projects are developed and constructed. Additional information regarding project priority and cost is contained **Chapter 5**, including **Table 5-2**.

Differences between the 2007 Circulation Plan and ATP Pedestrian Routes

The ATP Pedestrian Routes shown on **Figure 4-1** includes some minor updates to the 2007 network:

- Extension of the Navellier Street route to the hillside paths at Blake Street
- Revision of the Canyon Trail Park-Fairview connection to a connection from Canyon Trial Park to Wilson Way and Ganges Avenue
- Addition of a pedestrian route through El Cerrito Plaza connecting to the Ohlone Greenway
- Addition of a pedestrian route on Central Avenue between the Bay Trail and Plaza BART Station (though this area is in Richmond and outside of the El Cerrito border)
- Updates to the path and trails network, based on the mapping of the El Cerrito Trail Trekkers.

4. Proposed Networks

TABLE 4-1: PEDESTRIAN IMPROVEMENT PROJECTS		
Pedestrian Route	**Proposed Improvements[1]**	**Length (miles)**
Arlington Boulevard (Detailed Project 4, Figures 5-4a and 5-4b)	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk installation, reconstruction and connecting to Arlington Park, Madera School, and Mira Vista Country Club	2.4
	Work with AC Transit to improve accessibility of bus stops	
	Reduce crossing distances, narrow roadway to prevent autos passing each other at intersections, and improve sight distance at intersections with curb extensions/corner radii tightening at: Potrero Avenue, Brewster Drive (east side), Buckingham Drive (all corners), Thors Bay Road, Villa Nueva Drive, Don Carol Drive, and Moeser Lane (NW and NE corners)	
	Work with property owners to maintain hedges and other vegetation that obscures visibility to/from side streets	
	Conduct Stop-warrant analysis at multiple locations on Arlington and consider installing all-way stop control to control traffic along corridor and improve pedestrian safety at crosswalks	
	Install Yield Here to Pedestrian signs and advanced yield markings on all uncontrolled crosswalks	
	Evaluate driver-yielding compliance at all existing uncontrolled crosswalks to determine if additional enhancements, such as RRFBs and/or traffic calming devices should be considered	
Ashbury Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.2
Barrett Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair and improve the streetscape	0.8
Carlson Boulevard	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.4
Central Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between the Ohlone Greenway and Ashbury Avenue.	0.9
	Implement planned improvements to the Ohlone Greenway crossing at Plaza BART Station through the OBAG-funded grant improvement	

4. Proposed Networks

TABLE 4-1: PEDESTRIAN IMPROVEMENT PROJECTS		
Pedestrian Route	**Proposed Improvements[1]**	**Length (miles)**
Cerrito Creek Trail/ BART to Bay Bicycle and Pedestrian Route (Detailed Project 1, Figures 5-1a, 5-1b, 5-1c, 5-1d, 5-1e, and 5-1f)	Work with the City of Richmond to extend the trail to Pierce Street, install a Class I Path underneath the I-80, and improve Bay Trail crossings and access at Central Avenue/ Rydin Road by installing a traffic light	0.5[1]
	Work with El Cerrito Plaza developers to create a clear bicycle and pedestrian route through the Plaza, connecting with Carlson Boulevard	
	Look for opportunities to widen the existing path between Santa Clara Avenue and Adams Street	
	Improve crosswalk frequency with high-visibility crosswalk enhanced with RRFBs or pedestrian hybrid beacons (PHBs) at San Diego Street, Fairmount Avenue, and Adams Street/Cerrito Creek (phased with City of Albany proposed Cerrito Creek Path/Adams Street bridge improvements)	
	Reduce crossing distances at existing high-visibility crosswalks on Lassen Street with curb extensions	
	Enhance trailhead at Adams Street and coordinate with the City of Albany to connect with the proposed Adams Street Bridge over Cerrito Creek	
Colusa Avenue	Provide an accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction, repair, and installation	0.9
Cutting Boulevard	Provide an accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.9
	Implement planned pedestrian improvements to the Ohlone Greenway crossing and Greenway alignment near del Norte BART and through OBAG-funded grant project	
	Improve intersection at San Pablo Avenue and stripe all crossings per the San Pablo Avenue Specific Plan and Complete Streets Plan	
Eastshore Boulevard	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.2

4. Proposed Networks

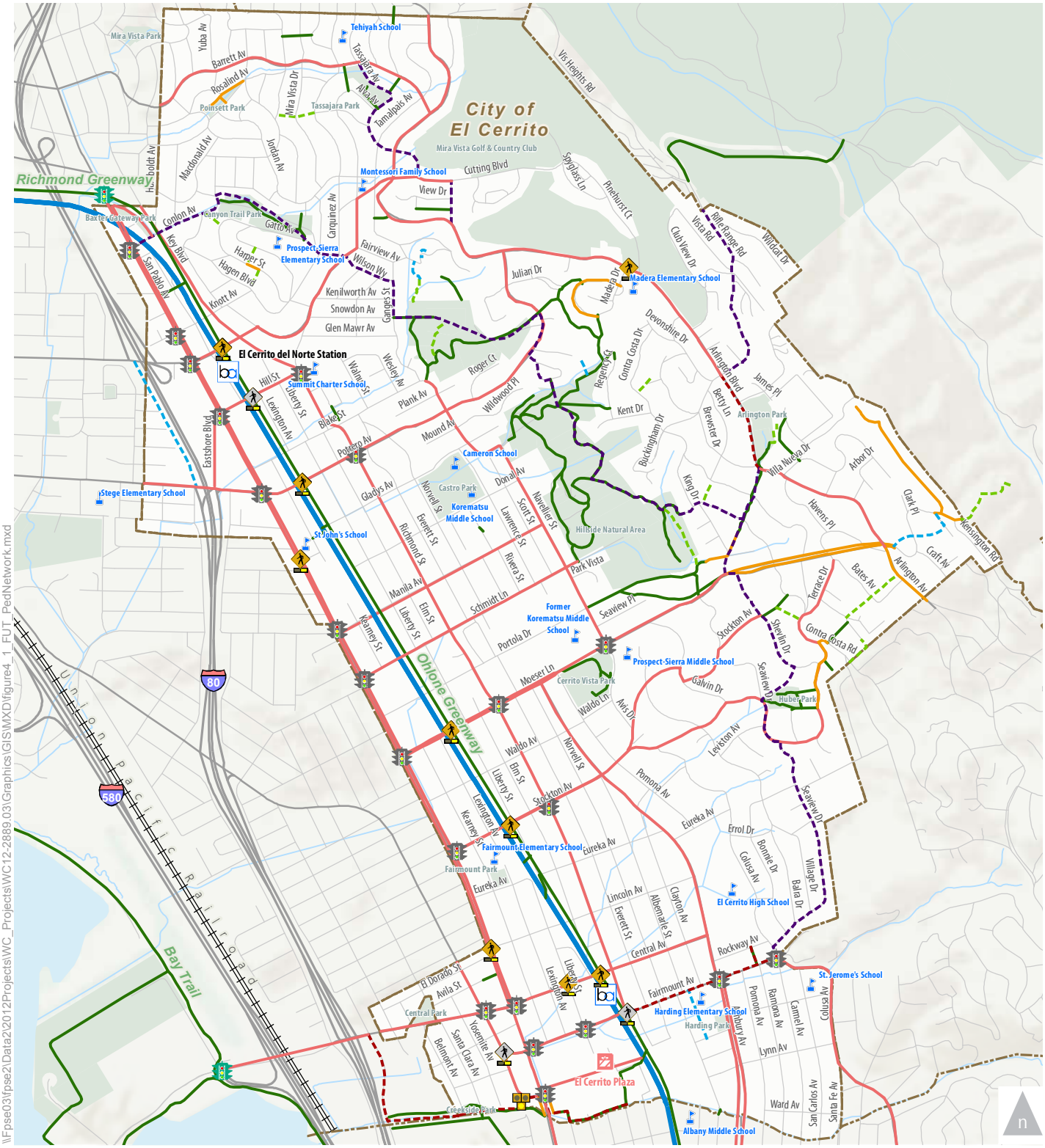
TABLE 4-1: PEDESTRIAN IMPROVEMENT PROJECTS		
Pedestrian Route	**Proposed Improvements[1]**	**Length (miles)**
Fairmount Avenue (Detailed Project 8, Figures 5-8a and 5-8b)	Provide an accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between Carlson Boulevard and San Pablo Avenue.	0.7
	Install raised crosswalks between Richmond Street and Ashbury Street	
	Install RRFBs, mark high-visibility crosswalk, and install median refuges and curb extensions at Fairmount Avenue/Carlson Boulevard	
	Implement the planned pedestrian intersection improvement projects on Fairmount near Plaza BART through the OBAG-funded grant project	
Hill Street	Provide an accessible, safe and comfortable path of travel for pedestrian through sidewalk reconstruction and repair	0.2
	Improve intersection at Key Boulevard/Hill Street/Elm Street	
	Improve intersection at San Pablo Avenue/Hill Street/Eastshore Boulevard and stripe all crosswalks per the San Pablo Avenue Specific Plan and Complete Streets Plan	
Key Boulevard (Detailed Project 7, Figures 5-7a and 5-7b)	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.6
	Install various pedestrian improvements at intersection with Knott Avenue, Cutting Boulevard, Humboldt Street, and Conlon Avenue	
	Reduce crossing distance at Liberty Street intersection with curb extension	
	Install sidewalk extensions on the east and west sides of Key Boulevard between Humboldt Street and Conlon Avenue to maintain consistent curb-to-curb width	
	Stripe crosswalks at Humboldt Street and Conlon Avenue	
	Create a new gateway to Baxter Park and the Ohlone Greenway.	
	Improve signalized pedestrian crosswalks at Key Boulevard/Elm Street/Hill Street intersection	

4. Proposed Networks

TABLE 4-1: PEDESTRIAN IMPROVEMENT PROJECTS		
Pedestrian Route	**Proposed Improvements[1]**	**Length (miles)**
Manila Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.6
Moeser Lane	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.3
Navellier Street	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.9
Ohlone Greenway (Detailed Project 2, Table 5-1, Figures 5-2a and 5-2b)	Improve crossings per Ohlone Greenway Master Plan Design Guidelines, Table 5-1, and Figure 5-2b, which detailed proposed improvements, such as flashing beacons, curb extensions, triple-four trail crossings, median refuges, and yield-control for Greenway users.	2.6
	Improve connections between Ohlone Greenway and El Cerrito Plaza	
	Implement crossing improvements and path improvements at Del Norte and Plaza BART Stations as part of OBAG-funded project	
	Complete connection to Richmond Greenway per the joint Richmond/Ohlone Greenway Gap Closure Project, which includes a signalized crossing of San Pablo Ave (funded).	
Potrero Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.8
Richmond/Elm Street Corridor	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	2.0
	Improve intersection crossings for pedestrians and the streetscape	
San Pablo Avenue	Implement the San Pablo Avenue Specific Plan and Complete Streets Plan	2.5
	Improve crosswalk frequency and reduce crossing distances	
Schmidt Lane	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between the Ohlone Greenway and the Recycling Center.	0.6
Stockton Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair and improve the streetscape	1.1
Terrace Drive	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.1

4. Proposed Networks

TABLE 4-1: PEDESTRIAN IMPROVEMENT PROJECTS		
Pedestrian Route	**Proposed Improvements[1]**	**Length (miles)**
Other Projects		
Park Trail Connectors	Consider purchasing undeveloped properties bordering park areas to enhance trail connections	4.7
	Improve and maintain sidewalks, hillside paths/stairs, and fire trails	
	Provide signage, including mileage, along trail corridors	
Hillside Pathways and Stairs	Expand, improve and maintain paths/stairs, including the provision of handrails and posting signs	-
	Complete steps at the bottom of the Motorcycle Hill Trail	
	Maintain GIS map of all paths and stairs within the public right-of-way	
Public Trails (Existing Impassable Trails)	Improve all impassable trails within the City of El Cerrito right-of-way to provide accessible trails per Figure 4-1.	1.0
All Intersections	Install pedestrian countdown heads and update signal timings to 3.5 feet/second or current MUTCD standards at signalized intersections and update curb ramps and pedestrian signals to current ADA standards at all intersections	-
1. An additional 0.8 miles of improvements are located in Richmond. Note: Additional information about detailed projects is located in Chapter 5.		



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Proposed Pedestrian Network Facilities

- Proposed Park Trail Connector
- Proposed Park Trail Connector/ Existing ATP Pedestrian Route
- Proposed Trail Connection
- Proposed Public Trail
- Future Traffic Signal
- Future Flashing Crosswalk
- Future Pedestrian Hybrid Beacon (PHB)

Existing Pedestrian Network Facilities

- ATP Pedestrian Route
- Existing Public Trail/Path
- City Sidewalk Trail Link
- Existing Traffic Signal
- Existing Flashing Crosswalk

Figure 4-1

ATP Pedestrian Network

4. Proposed Networks

Bicycle Network

Users of bicycle facilities have varying skill and comfort levels depending upon age, experience, and abilities. As a result, some bicyclists are willing to ride on streets and maneuver around traffic while others avoid streets and only use facilities dedicated for bicyclists and pedestrians. Additionally, there is a large segment of the population that may be interested but concerned about bicycling, especially in high traffic-stress environments. As a result, the proposed network allows for the needs of diverse cyclists through the creation of bicycle facilities on traffic-calmed roadways while also accommodating bicyclists who may prefer a more direct route on a higher volume roadway. The bicycle network is designed to provide access to transit, schools, parks, key shopping destinations and regional trails, including the Ohlone Greenway and the Bay Trail, for bicyclists of all skill levels.

Bikeway Classifications

Based on the various needs of cyclists, physical constraints, and financial limitations, it is necessary to designate and design different types of bikeways that provide connections to other bikeways and key destinations. As shown on **Figures 4-2A and 4-2B**, El Cerrito bikeways are classified into six categories, with Caltrans bikeway designations shown in parentheses:

- Shared-Use Path (Class I Bicycle Path)
- Cycle Track (Class IV Separated Bikeway)
- Bicycle Lane (Class II Bicycle Lane)
- Buffered Bicycle Lane (Buffered Class II Bicycle Lane)
- Bicycle Route with Sharrows (Class III Bike Route)
- Bicycle Boulevard (Enhanced Class III Bike Route)

ATP Bicycle Network

Figure 4-3 shows all bikeways in the existing and proposed bicycle network. The network will improve connections to key routes and destinations in the City, such as San Pablo Avenue, the BART stations, the Ohlone Greenway, and Bay Trail. One of the major route improvements includes the City's first bike boulevards along Lincoln Avenue, Ablemarle Street, as well as many others, along with a previously adopted cycle-track along San Pablo Avenue. The network is developed through multiple rounds of discussion with community stakeholders, an understanding of City and communities priorities, and through careful selection of bikeway types based on the context of each street in El Cerrito. The insets on the following two pages describe some of the ways in which the City considers the selection of bicycle classifications – whether shared lanes or dedicated bicycle lanes – as well as the differences between bicycle boulevards and bicycle routes with sharrows, which both asks bicyclist and autos to share the street but have different designs and purposes. As the Plan evolves in future updates and as community priorities shift naturally overtime, there may be opportunities to revisit some roadways that currently have sharrows and/or are proposed to have sharrows. These potentially include Central Avenue and Fairmount Avenue.

Each segment of the proposed bicycle network is presented in **Table 4-2**. A summary of the proposed facility types and network mileage is presented in **Table 4-3** and is compared against the existing network mileage by facility type.

Considering Context and Trade-Offs: Shared Lanes versus Dedicated Bicycle Facilities

Choosing bicycle infrastructure or markings for a given roadway requires evaluating the characteristics of the corridor, such as its width, volume, speed, and presence of on-street parking. There are two basic types of bikeways: shared lanes and dedicated bicycle facilities. Shared lanes are designated bicycle routes which typically have sharrows marked on the ground, asking bicyclists and autos to share the travel lane Dedicated bicycle facilities may be typical bicycle lanes or cycle tracks to designate a space for bicyclists separate from autos and pedestrians.

From shared lanes to dedicated bicycle lanes to fully protected cycle tracks, implementation of these facilities requires consideration of the local context, bicycle trip purpose, and ages and abilities of intended bicycle users. Each bikeway type presents different issues and opportunities and should be selected carefully to fully understand all of the trade-offs. For example, cycle tracks offer the most comfort and protection for bicyclists and may generate new bicycling trips; however, they may also be expensive, require substantial roadway space, reuqire minimizing driveway and side-street conflicts, and may be more appropriate for busier streets rather than local streets. Regardless of what design decision is made, the community and planners should understand the trade-offs required to create the bikeway.

Key Design & Operational Considerations for Shared Lane versus Dedicated Bicycle Facilities

Corridor Width: Typically, dedicated bicycle facilities are a minimum of 6' wide and may be wider if a buffer/protection is provided, as in a cycle track. On roadways with excess width, dedicated bicycle lanes are typically easily accommodated, particularly where travel lanes are overly wide. Where the roadway is constrained, other solutions, such as reducing the number of travel lanes and/or removing parking need to be considered in order to prioritize bicyclists. Most roadways in El Cerrito are residential, narrow in width, and only have one travel lane in each direction, which can limit opportunities for dedicated bicycle lanes.

Parking: Many roadways in El Cerrito have parking on both sides of the street, and this is often neighborhood residential parking. Where roadways widths are already narrow and there is only one travel lane in each direction, the only way to provide a bicycle lane without roadway widening is often through parking removal on either one or both sides of the street. Where bicycling is a clear community priority on a given street, the benefit to bicycling may out-weigh parking concerns. Even when bicycling is an established priority, parking removal may be contentious. In other locations, head-in angled parking, such as on Fairmount Avenue, is not best practice with a bicycle lane. This could be converted, for example, to back-in angled parking, which improves sight-lines between drivers and bicyclists in the long-term through a comprehensive streetscape improvement project.

Vehicle Volumes and Speeds: As speeds and volumes increase, bicycle infrastructure should further separate cyclists from vehicles. Low-traffic, residential streets typically do not require dedicated bicycle facilities, as they are comfortable for bicycle travel and create limited traffic stress for bicyclists.

Topography: The presence of hills can impact the selection of a given bicycle facility as riders move slowly uphill and quickly downhill, where they can sometimes pace with the motorists on the roadway. As a result, the uphill side may want a bicycle lane separating cyclists from traffic, while on the downhill side, sharrows can encourage the two modes to share the lane. Unless an uphill bicycle lane can fit within the existing right-of-way, parking removal or other solutions would likely need to be considered.

4. Proposed Networks

What Are Bicycle Boulevards? How Are They Different than Bicycle Routes with Sharrows?

Selection of the appropriate bicycle facility for a corridor depends on an understanding of both the roadway's characteristics and its users. Planners consider the street's vehicle speeds and volumes, as well as considering the typical user's trip purpose and comfort or skill level. Both bicycle routes and bicycle boulevards use sharrows, or shared-use arrows, to delineate these corridors as thoroughfares for bicyclists, but these sharrows are used in very different contexts, targeting different types of cyclists.

Bicycle Routes with Sharrows: Direct, Fast Routes

Source: Flickr.com, Will Vanlue

Bicycle routes are designated bikeways in the City's bicycle network. They can be delineated with sharrow pavement markings, "Bicycle Route" signs, wayfinding, and/or "Bicycles May Use Full Lane" signs. Typically, these share lanes are designed for skilled cyclists that comfortable riding in traffic, and they highlight the most direct route for those more confident bicyclists. While roadways with sharrows may have lower traffic volumes and speeds, they can be applied with roadways with higher speeds and traffic volumes when needed based on constraints in the overall bikeway network, such as limited roadway connectivity and few options for alternative bicycle routes.

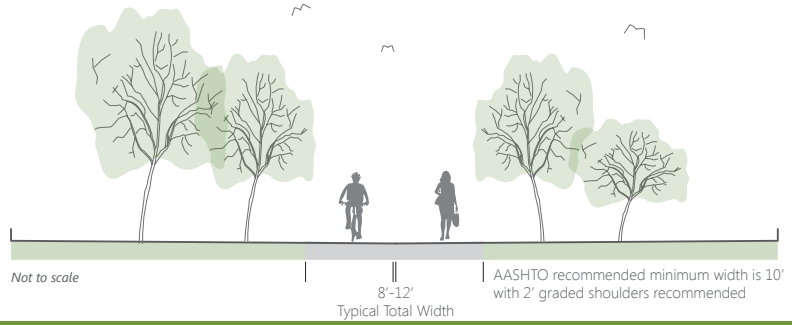
Bicycle Boulevards: Low-Traffic Stress, All Ages & Abilities

Source: Flickr.com, Elly Blue

Bicycle boulevards are designated routes that have low traffic volumes, low vehicle speeds, and bicyclist priority. They are delineated through pavement markings (which may be sharrows or oversized bicycle boulevard markings, such as the example above), traffic calming devices, wayfinding signs, and "Bicycles May Use Full Lane" signs. Traffic calming is important to keep auto volumes and speeds low and may include speed humps, speed feedback signs, full or partial traffic diverters, and narrowing at intersections or mid-block through curb extensions or "chicanes". Instead of providing the most direct route, these typically use the most comfortable routes based on traffic stress. They may also prioritize routes to local destinations, like schools and parks. Bicycle boulevards are intended to be "family friendly" and to serve bicyclists of all ages and abilities, who may be less comfortable biking in traffic.

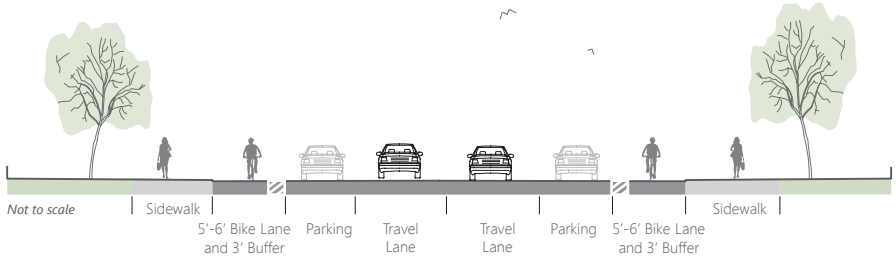
SHARED-USE PATH (CLASS I)

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



CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Provides a physically separated bicycle lane for increased comfort and protection of bicyclists. Can be physically separated by a barrier, such as planters or on-street parking, or grade-separation from the roadway.



BICYCLE LANES (CLASS II)

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

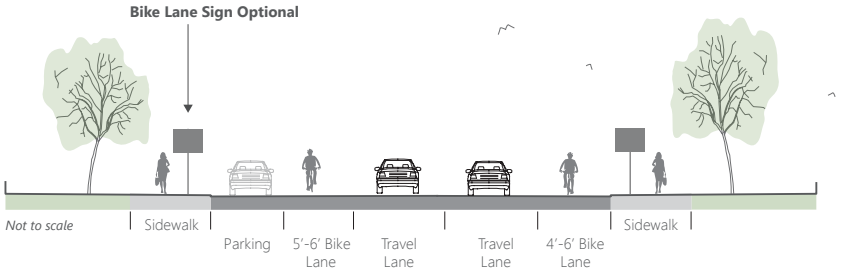


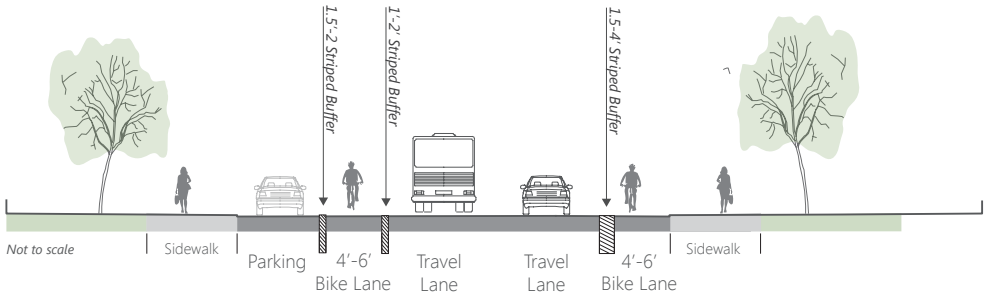
Figure 4-2A

Proposed Bikeway Classifications

BUFFERED BICYCLE LANE (CLASS II)

Note: Chevrons should be used instead of diagonal hatching where striped buffers are over 3 feet in width. Buffers can either be located on either both sides of the bicycle lane or only one side.

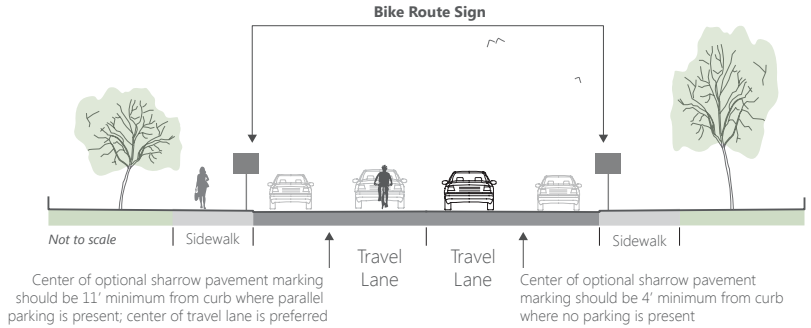
Modified on-street bike lane with vehicle and/or parking-side buffer for addional comfort and safety on higher speed or volume roadways



BICYCLE ROUTE WI TH SHARROWS (CLASS III)

Provides for shared use with motor vehicle traffic.

Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included.



BICYCLE BOULEVARD (CLASS III)

Shared on-street facility with improvements to manage vehicle speed and volume and prioritize bicycle traffic.

Note: Additional traffic devices such as speed tables, chicanes, medians, wayfinding signs, and pavement markings are also included.

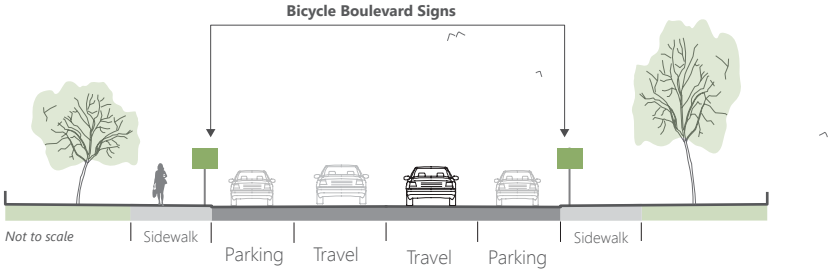


Figure 4-2B

Proposed Bikeway Classifications

4. Proposed Networks

TABLE 4-2 PROPOSED BICYCLE IMPROVEMENTS		
Segment	**Description**	**Miles**
Shared-Use Paths (Class I)		
Richmond Greenway-Ohlone Greenway Gap Closure	Gap closure and trail crossing	0.13
Cerrito Creek Trail	Widen trail	0.40
Hill Street	Between San Pablo Avenue and the Ohlone Greenway	0.09
Cycle Tracks (Class IV)		
San Pablo Avenue	One-way parking-separated cycle tracks between Potrero Avenue and Lincoln Avenue	1.28
Carlson Boulevard	Complete a bikeway feasibility study looking at a cycle track on Carlson Boulevard between the Richmond border and San Pablo Avenue	-
Buffered Bicycle Lanes (Class II)		
Eastshore Boulevard	Between Hill Street and Potrero Avenue	0.18
Bicycle Lanes (Class II)		
Central Avenue	Between Carlson Boulevard and San Pablo Avenue	0.08
Cutting Boulevard	Between Ohlone Greenway and San Pablo Avenue	0.06
Hill Street	Between Ohlone Greenway and Elm Street	0.14

TABLE 4-2 PROPOSED BICYCLE IMPROVEMENTS		
Segment	**Description**	**Miles**
Potrero Avenue	Between western city limit and Ohlone Greenway	0.40
San Pablo Avenue	Between Wall Avenue and Potrero Avenue	0.57
Bicycle Routes with Sharrows (Class III)		
Arlington Boulevard	Between northern and southern city limits	2.43
Avis Drive	Between Moeser Lane and Stockton Avenue	0.22
Barrett Avenue	Between western city limit and Arlington Boulevard	0.79
Bates Avenue	Between Terrace Drive and Roberta Drive	0.16
Blake Street	Between Norvell Street and Navellier Street	0.17
Carmel Avenue	Between southern city limit and Fairmount Avenue	0.10
Colusa Avenue	Between Terrace Avenue and southern city limit. Consider an all-way stop and other traffic control devices at the intersection of Colusa Avenue/Terrace Avenue to facilitate bicycle travel on and to/from Colusa.	1.10
Cutting Boulevard	Ohlone Greenway to Hagen Boulevard	0.44
Fairmount Avenue	Green-backed sharrows between Carlson Boulevard and Colusa Avenue	0.74
Ganges Avenue	Between Fairview Drive and Wilson Way	0.28
Hagen Boulevard	Between Cutting Boulevard and Mira Vista Drive	0.06

4. Proposed Networks

TABLE 4-2 PROPOSED BICYCLE IMPROVEMENTS		
Segment	**Description**	**Miles**
Bicycle Routes with Sharrows (Class III) (continued)		
Key Boulevard	Between Knott Avenue and Elm Street increase frequency of sharrow markings and signage	0.32
Knott Avenue	Between San Pablo Avenue and Ohlone Greenway	0.06
Manila Avenue	Between Ohlone Greenway and San Pablo Avenue	0.09
Mira Vista Drive	Between Hagen Boulevard and Barrett Avenue	0.51
Navellier Drive	Between Blake Street and Moeser Lane	1.05
Portola Drive	Between Ohlone Greenway and San Pablo Avenue	0.11
Potrero Avenue	Between Ohlone Greenway and Navellier Street	0.40
Richmond/Elm Street Corridor	On Elm Street between Hill Street and Cutting Boulevard; also increase frequency of sharrow markings and signage on Richmond Street	0.13
Rifle Range Drive	Between northern city limit and Arlington Boulevard	0.48
Roberta Drive	Between Bates Avenue and Arlington Boulevard	0.08
San Pablo Avenue	Green-backed sharrows between Lincoln Avenue and southern city limit	0.44
	Green-backed sharrows between Wall Avenue and northern city limit	0.25
Schmidt Lane	Between San Pablo Avenue and Navellier Street	0.62

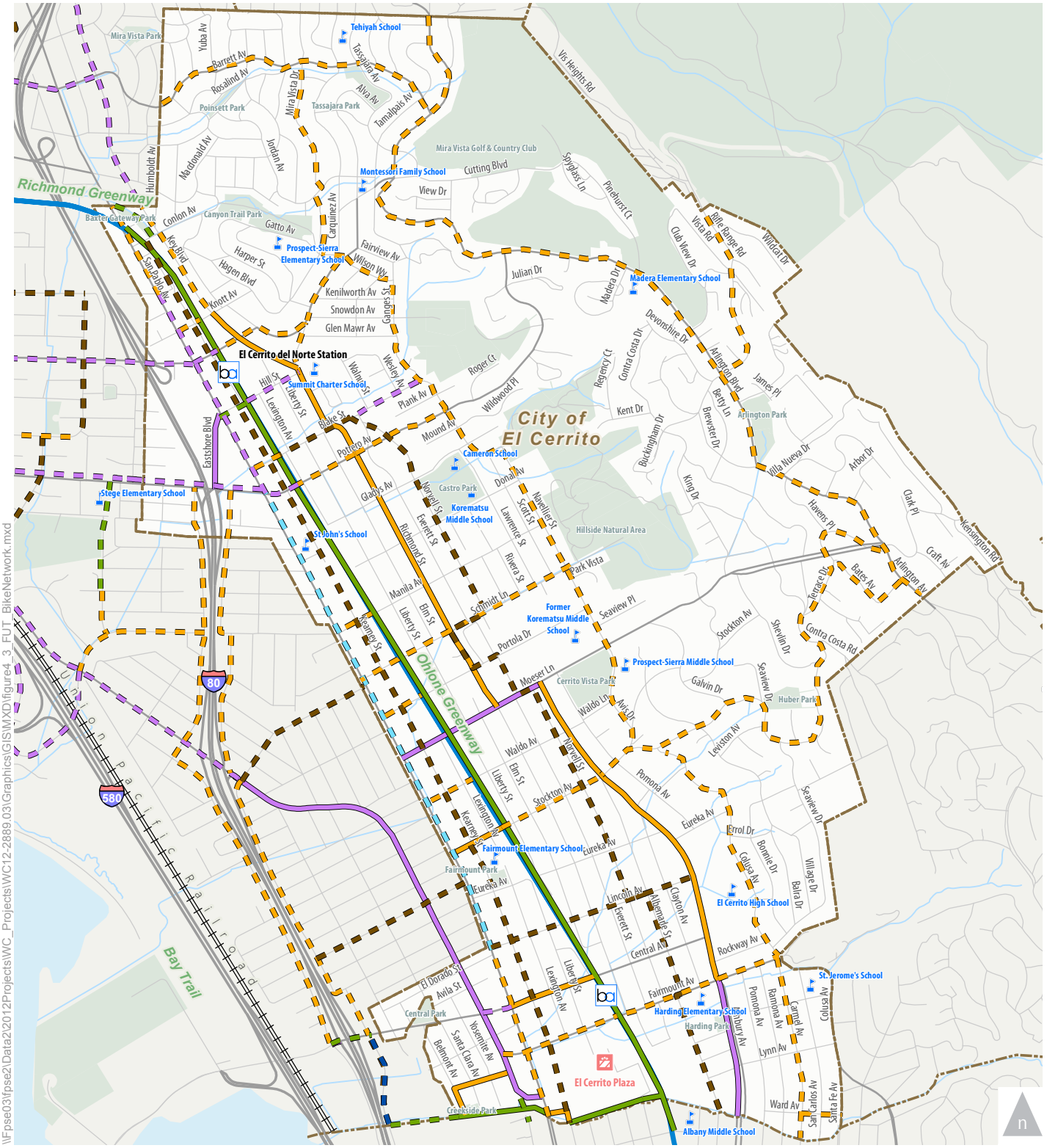
TABLE 4-2 PROPOSED BICYCLE IMPROVEMENTS		
Segment	**Description**	**Miles**
Bicycle Routes with Sharrows (Class III) (continued)		
Stockton Avenue	Between Ohlone Greenway and Terrace Avenue	0.28
Terrace Drive	Between Stockton Avenue and Bates Avenue	1.45
Waldo Avenue	Between San Pablo Avenue and Ohlone Greenway	0.13
Wilson Way	Between Ganges Avenue and Cutting Boulevard	0.14
Bicycle Boulevards (Class III)		
Blake Street[1]	Between Ohlone Greenway and San Pablo Avenue	0.30
Norvell Street[1]	Between Blake Street and Schmidt Lane	0.60
Schmidt Lane[1]	Between Norvell Street and Richmond Street	0.05
Richmond Street[1]	Between Schmidt Lane and Moeser Lane	0.11
Moeser Lane[1]	Between Richmond Street and Norvell Street	0.07
Norvell Street[1]	Between Moeser Lane and Lincoln Avenue	0.32
Lincoln Avenue[1]	Between Norvell Street and Albemarle Street	0.05
Albemarle Street[1]	Between Lincoln Avenue and Fairmount Avenue	0.40
Fairmount Avenue[1]	Between Albemarle Street and Behrens Street	0.02
Behrens Street[1]	Between Fairmount Avenue and City Limit	0.30
Kearney Street	Between Moeser Lane and Fairmount Avenue	0.82

TABLE 4-2 PROPOSED BICYCLE IMPROVEMENTS		
Segment	**Description**	**Miles**
Bicycle Boulevards (Class III) (continued)		
Lincoln Avenue	Between San Pablo Avenue and Ashbury Avenue. Install additional bicycle-friendly speed humps and consider stop-sign flipping to reduce speeds and give priority to the bicycle boulevard	0.53
Other Bicycle Projects		
Bicycle Detection	Citywide, including Moeser/Navellier and Colusa/Fairmount	-
1. Bicycle boulevard segment is part of the East Side Bicycle Boulevard alignment. Source: Fehr & Peers, 2016.		

TABLE 4-3: PROPOSED LENGTH OF BICYCLING NETWORK		
Bikeway Classification	**Existing Mileage**	**Proposed Mileage**
Shared-Use Path	2.6	0.53
Cycletracks	-	1.28
Buffered Bicycle Lanes	-	0.18
Bicycle Lanes	1.36	1.24
Bicycle Route with Sharrows	2.89	16.79
Bicycle Boulevard	-	5.97
TOTAL	6.85	25.99
Source: Fehr & Peers, 2016.		

Bicycle Parking

Bicycle parking is proposed at key locations, as shown on **Figure 4-4.** Additional bicycle parking is required as part of future new developments and will likely increase the number of bicycle parking spaces along commercial corridors and in higher-density neighborhoods.



Proposed Bicycle Network Facilities

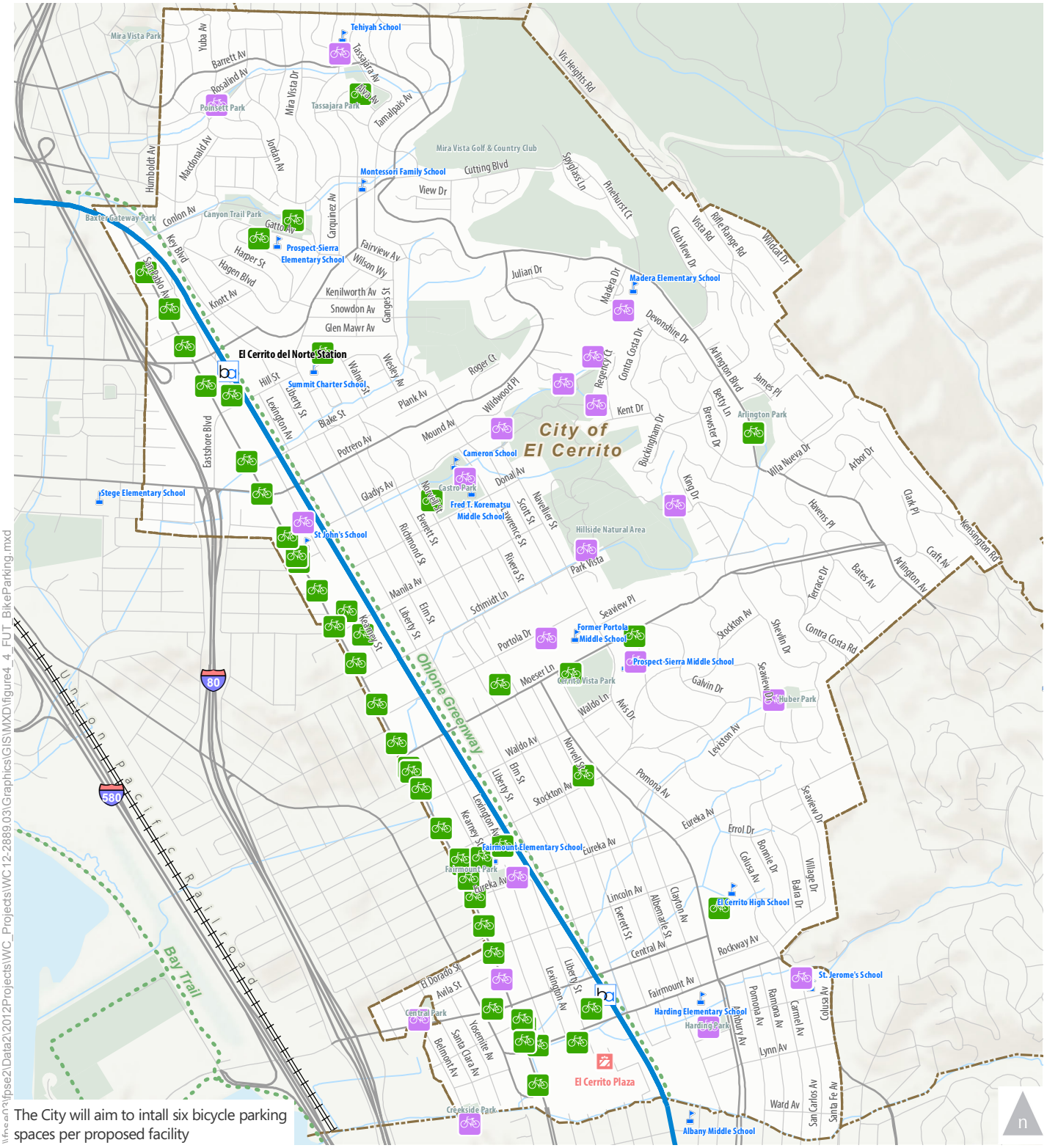
- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III with Sharrows
- Bicycle Boulevard
- One-Way Cycle Tracks
- Two-Way Cycle Tracks

Existing Bicycle Network Facilities

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III with Sharrows

Figure 4-3

ATP Bicycle Network



The City will aim to intall six bicycle parking spaces per proposed facility

Existing Bicycle Parking Facility

Proposed Bicycle Parking Facility

Figure 4-4

Proposed Bicycle Parking

4. Proposed Networks

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5. Improvement Projects

5. Improvement Projects

Given the large number of improvement projects to be completed in the City, as identified and described in Chapter 4, creating a clear framework for how active transportation projects are prioritized is critical and a requirement of the California Active Transportation Program. The City of El Cerrito selected nine study areas citywide for development of detailed projects. Many of these projects were identified as requiring additional evaluation as part of implementation of the previous *Circulation Plan, as well as,* based on demand for walking and biking, community interest, and safety considerations. For each of the nine detailed projects, a grant-ready fact sheet and concept plan are presented. Other detailed projects are currently under planning and/or design or have recently been completed through separate studies and evaluations. As a result, they are not addressed in this chapter. These include:

- Arlington Boulevard/Brewster Drive Safety Improvements
- San Pablo Avenue Specific Plan and Complete Streets Plan
- Ohlone Plaza BART Station Access, Safety and Placemaking Improvements (at Del Norte and Cerrito BART Stations)

In addition, the Kearney Street Bicycle Boulevard, for which more information is presented in **Appendix F**, has been identified as a potential long-term project. Additional analysis, community engagement and design would be required to carry that project forward.

All improvement projects were scored against prioritization criteria to help the City to understand the benefits of each project relative to each other. The following prioritization criteria were used to sort these projects:

- Potential to shift bicycle and pedestrian mode share
- Addresses immediate safety need
- Closes critical gap
- Supports economic development (access to commercial nodes)
- Access to transit
- Consistency with adopted plans
- Enhances accessibility

The detailed projects and prioritization results are further discussed below.

5. Improvement Projects

Detailed Projects

Grant-ready fact sheets and concept plans were developed for the following nine projects:

1. BART to Bay Trail Access Improvements
2. Ohlone Greenway Crossing Improvements
3. Citywide Wayfinding
4. Arlington Boulevard Pedestrian Improvements
5. East Side Bicycle Boulevard
6. East Side Bicycle Boulevard Wayfinding
7. Key Boulevard Improvements
8. Fairmount Avenue Improvements
9. Potrero Avenue Improvements

Figures 5-1 through 5-9 and **Table 5-1** present these projects. These projects will help create a highly connected active transportation network within El Cerrito and will connect to neighboring cities and amenities. Additionally, these projects are likely to be competitive for grant funding. The intent of the project fact sheets including concept plans is for the City to include them as part of grant applications as it seeks competitive funding to design and construct biking and walking projects. For each project an estimated cost range is presented, inclusive of soft costs, design, and contingency.

1 BART to Bay Trail Access Improvements

Central Avenue, Carlson Boulevard, and Cerrito Creek Connections between Plaza BART and the Bay Trail

Description

Near-Term and Long-Term alignments and improvements are proposed to connect El Cerrito Plaza BART Station and the existing Bay Trail access point at Rydin Road/Central Avenue. The Near-Term project would designate crossing, accessibility, and wayfinding improvements on Fairmount Avenue, Lassen Street, and Belmont Avenue, connecting to the existing Cerrito Creek Trail, which would be extended to Pierce Street on the south side of the Pacific East Mall. A two-way cycle track is proposed on Pierce, connecting to a proposed shared-use path on the south side of Central Avenue to Jacuzzi Street, and the existing bicycle lanes on Central Avenue would be improved. In the Long-Term, an additional alignment on San Diego Street would provide more direct access from the El Cerrito Plaza, Ohlone Greenway, and Plaza BART.

Background

I-580, I-80, San Pablo Avenue, high traffic volumes, and poor pedestrian and bicyclist conditions on Central Avenue limit El Cerritans' ability to access the Bay Trail. Currently, Central Avenue and Sacramento Avenue/San Joaquin Street are the primary ways to access the Bay Trail in the southern portion of El Cerrito. The Bay Trail provides regional biking and walking access through the San Francisco Bay Area. Additionally, the El Cerrito city limit is east of I-80, limiting the City's ability to provide last mile connections to the Bay Trail. As a result, improvements proposed for this project will be coordinated closely with the City of Richmond, Caltrans, and City of Albany, who all have jurisdiction in the project area. These recommendations are consistent with the Draft South Richmond Transportation Connectivity Plan (2015) and the WCCTAC Transit Enhancement Plan (2011).

Cost

Range $4,000,000 - $ 6,000,000

Issues & Opportunities

- Improvements proposed along Central Avenue, Pierce Street, and the Cerrito Creek Trail extension are located in the City of Richmond and adjacent to Caltrans facilities
- Trail widening may not be possible without easements or acquisitions when/if residential properties redevelop on the north side of Cerrito Creek
- Traffic congestion on Central Avenue and constrained right-of-way width currently limit the ability to provide dedicated bicycle facilities
- The Central Avenue/I-80 Interchange Project may present an opportunity to integrate long-term improvements into those planning efforts
- Additional public outreach, study, and environmental analysis will be required to complete the design
- Accessibility issues to be addressed at multiple intersections and sidewalks

Existing narrow path width of the Cerrito Creek Trail (top), unimproved area on the south side of the Pacific East Mall parking lot, and an existing bike ramp to Belmont Avenue (bottom).

Figure 5-1a BART to Bay Trail Access Improvements

Proposed Near-Term Improvements

Rydin Road/Bay Trail Improvements
- Stripe triple-four trail crossings on north and west crosswalks to highlight presence of trail and show preferred path of travel for trail users
- Study feasibility of path spur to enhance Bay Trail access from westbound bike lane and north sidewalk
- Signalize intersection

Construct Class I Shared-Use Path
- South side of Central Avenue between Jacuzzi Street and Pierce Street
- Requires easement/right of way between I-80 NB Ramps and Pierce
- 10′ asphalt path plus 2′ shoulders
- Traffic signal modificaitons to incorporate dedicated bicyle phase

Stripe Two-Way Physically Separated Bikeway (Two-Way Cycle Track)
- West side of Pierce Street
- Stripe 4′ buffer with soft-hit posts between travel lane and 6′ bicycle lanes
- Prohibit on-street parking on west side

Carlson/San Diego
- Install PHB at existing high-visibility crosswalks at intersection with San Diego
- Install median refuges and curb extensions

LEGEND

Existing Bikeways
- Class I Shared-Use Path
- Class II Bicycle Lanes
- Class III Bicycle Route with Sharrows
- Pedestrian-Only Path

Proposed Bikeways
- Class I Shared-Use Path
- Physically Separated Bikeway
- Class III Bicycle Route with Sharrows

Improve Central Avenue Bicycle Lanes
- Improve existing bicycle lanes with consistent striping and signage
- Consider painting bicycle lanes green

Construct Class I Shared-Use Path
- South side of Pacific East Mall Parking Lot
- May require easement/right of way in some areas of parking lot
- 10′ asphalt path plus 2′ shoulders
- Continuous connection between Pierce Street Path and San Pablo Avenue

Enhance Existing Crosswalk at Lassen
- Install curb extensions
- Install median refuge

**The Urban Greening Plan (in development) has identified a pocket plaza project for Lower Fairmount Avenue between San Pablo Avenue and Carlson. Bicycle and pedestrian improvements at this intersection should be coordinated with this project's design.*

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Figure 5-1b BART to Bay Trail Access Improvements

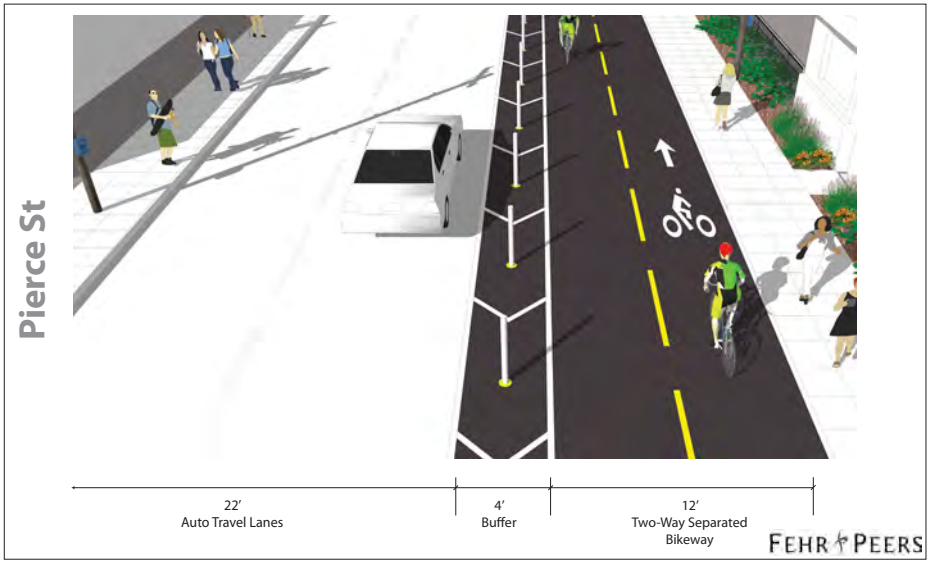
Near-Term

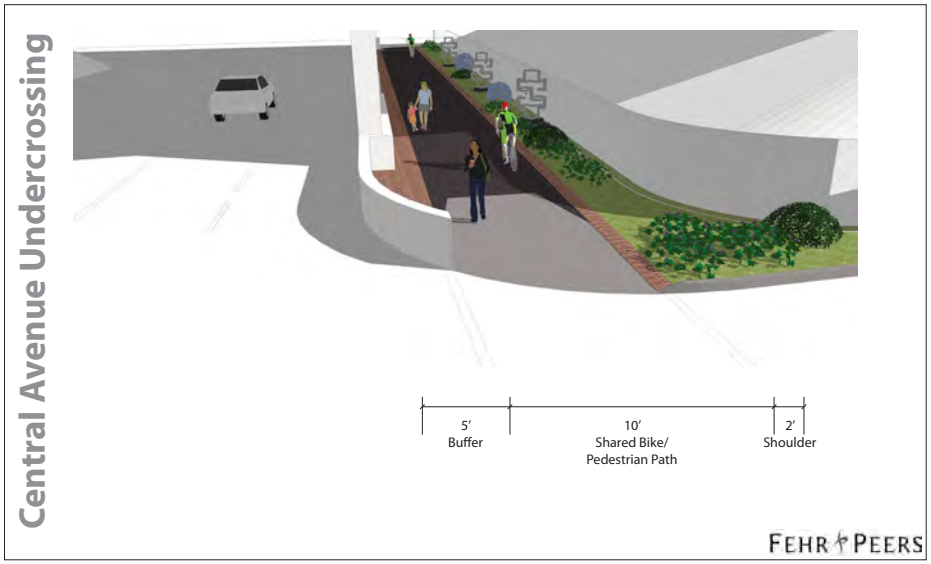
Alignment

- Bicycle route with green-backed sharrows on Fairmount Avenue between El Cerrito Plaza/Ohlone Greenway and Carlson Boulevard
- Bicycle route with sharrows (existing) on Lassen Street between Carlson Boulevard and Belmont Avenue
- Bicycle route with sharrows (existing) on Belmont Avenue between Lassen Street and Cerrito Creek Path
- Cerrito Creek Path plus proposed Cerrito Creek Path extension to Pierce Street (south side of Pacific East Mall)
- Two-way cycle track on west side of Pierce Street between Central Avenue and Cerrito Creek Path Extension
- Shared-Use Path on south side of Central Avenue between Jacuzzi Street and Pierce Street (through I-80 Interchange)
- Bicycle lanes (partially existing) between Rydin Road and Jacuzzi Street
- Path improvements at Bay Trail entrances on northeast and southwest corners of Rydin Road/Central Avenue intersection
- In addition to the Lassen Street/Belmont Avenue/Cerrito Creek/Pierce Street route, access from the north would be available via Sacramento Street, the bicycle/pedestrian bridge across I-80, and bicycle route treatments on San Joaquin Street between Sacramento and Central Avenues

Improvements

1. Stripe green-backed sharrows on Fairmount Avenue between Ohlone Greenway/BART and Carlson Boulevard
2. Stripe high-visibility crosswalks at Carlson Boulevard/Fairmount Avenue and install RRFBs, bike ramps between bike lane and sidewalk, curb extensions, and median refuges. Finalize improvements with Urban Greening Plan proposal to create plaza on the south side of Fairmount Avenue.
3. Widen Cerrito Creek Trail near Belmont Street
4. Extend Cerrito Creek Trail on south side of Pacific East Mall to Pierce Street
5. Stripe trail crossing across Pierce Street at Cerrito Creek Trail Extension
6. Stripe two-way cycle track on the west side of Pierce Street through removal of parking on west side of Pierce Street. Install accessibility improvements, including new curb ramps and push buttons and clear sidewalk of obstructions at the Pierce Street/Central Avenue intersection
7. Construct Class I Shared-Use Path on the south side of Central Avenue between Jacuzzi and Pierce Streets. Coordinate with property owners on the south side of the roadway (may require ROW acquisition) and Caltrans. Install actuated bicycle signal phase at I-80 Ramps/Jacuzzi to distribute bicyclists from path to bicycle lanes and provide other associated improvements.





8. Install public art and murals and lighting underneath the I-80 overpass
9. Improve striping and signing of existing Class II bicycle lanes on Central Avenue between Rydin Street and Jacuzzi Street, consider green paint
10. Stripe triple-four trail crossings at Rydin Street/Central Avenue and curb extensions
11. Study Bay Trail path spur between westbound bicycle lanes on Central/ north sidewalk at existing Bay Trail alignment.

Figure 5-1c BART to Bay Trail Access Improvements

Proposed Near-Term Central Avenue & Pierce Street Improvements

Drawing details:

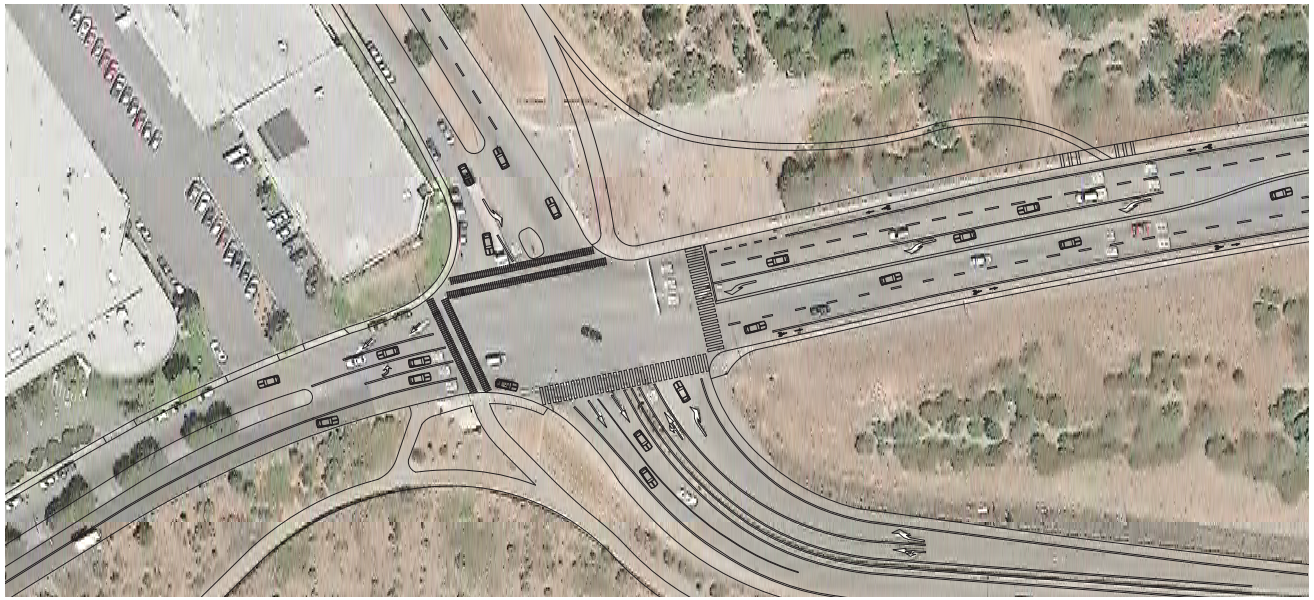
- *Striping and signing improvements to the existing bicycle lanes on Central Avenue west of Jacuzzi Street*
- *Shared-use path on south side of Central Avenue between Jacuzzi Street and Pierce Street. Signal modifications, such as an actuated bicycle signal phase, would be needed at Jacuzzi Street to transition bicycles from the Central Avenue bicycle lanes to the path plus other minor improvements*
- *Two-way cycle track on the west side of Pierce Street between Central Avenue and the Cerrito Creek Path Extension*

Source: Draft South Richmond Transportation Connectivity Plan

Proposed Near-Term Central Avenue and Rydin Road Improvements

Drawing details:

- *Striping and signing improvements to the existing bicycle lanes on Central Avenue east of Rydin Road*
- *Striping of "triple-four" trail crossing on the north and west side of the Rydin Road intersection to designate a preferred route for trail users through the intersection*
- *Building a path spur from the westbound bicycle lanes and sidewalk on Central Avenue*



Source: Draft South Richmond Transportation Connectivity Plan

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Figure 5-1d BART to Bay Trail Access Improvements

Proposed Long-Term Improvements

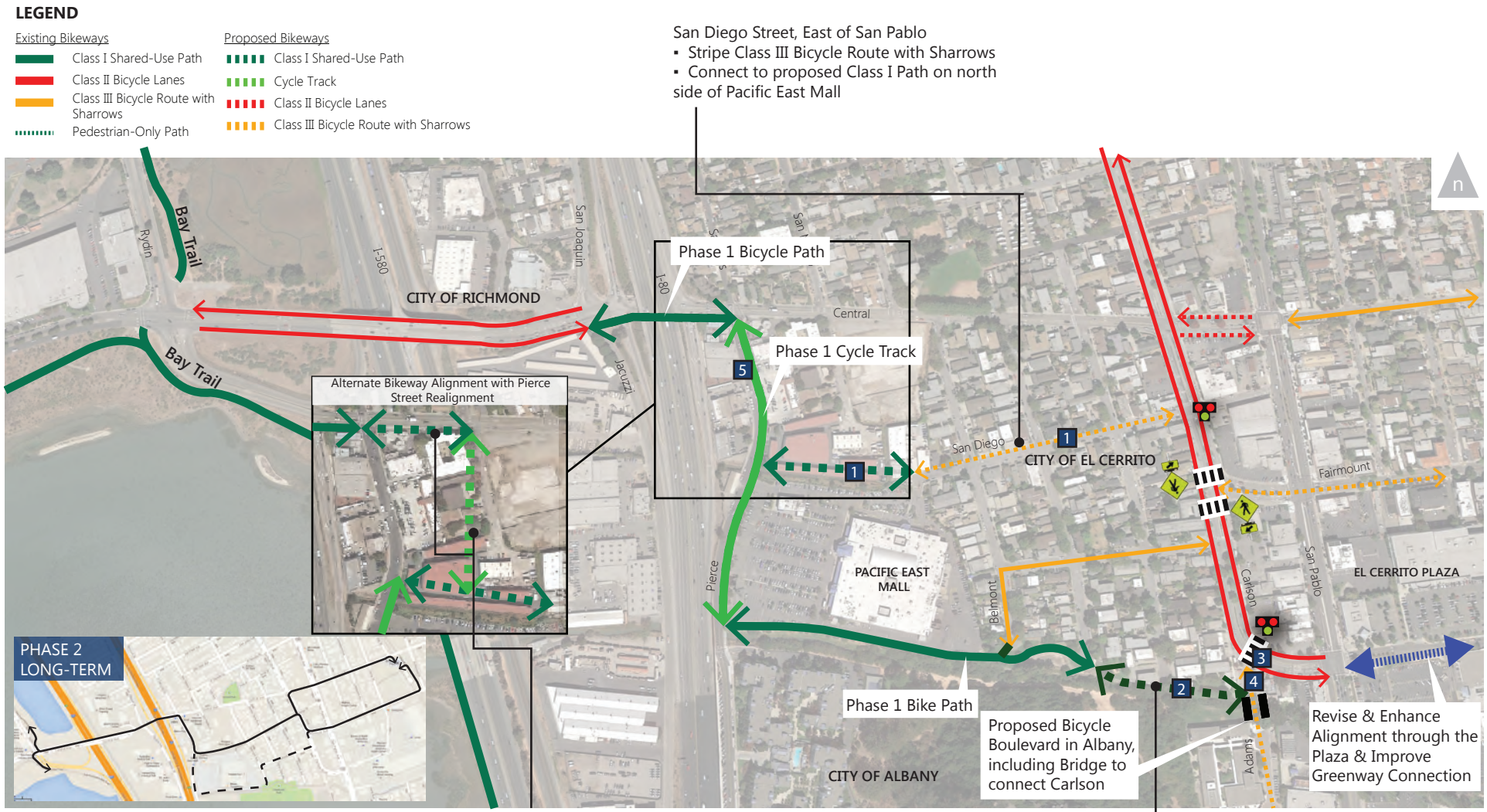

Figure 5-1e BART to Bay Trail Access Improvements

12. Designate alignment through the Plaza and improve Greenway connections for bicyclists

Alignment

- Same as near-term alignment on Central Avenue and Pierce Street
- New alignment between San Pablo Avenue and Pierce Street on San Diego Street, with possible path on north side of Pacific East Mall parking lot
- Consider preferred location for Pierce Street two-way cycle track with realignment of I-80/Central Avenue Interchange, which would realign Pierce Street with San Mateo Street. Maintain bicycle and pedestrian access via the existing Pierce Street alignment to provide a cycle track or Class I shared-use path.

Improvements

1. Stripe and sign San Diego Street bicycle route when/if a path on the north side of Pacific East Mall can be constructed, which should be considered with the future realignment of the I-80/Central Avenue Interchange
2. Opportunistically widen the existing Cerrito Creek Path between Belmont Avenue and Adams Street to Class I shared-use path standards when/if properties redevelop and/or Adams Street Bridge is constructed
3. Stripe crosswalk at Adams Street/Carlson Boulevard with the construction of the Adams Street Bridge
4. Stripe bicycle lanes or sharrows on Adams Street north of the Cerrito Creek Trail with the construction of the Adams Street bridge.
5. Widen the sidewalk opportunistically and remove obstructions in sidewalk on Pierce Street where feasible to improve accessibility.

TOP: Existing end of Adams Street and entrance to Cerrito Creek Trail. MIDDLE: With Adams Street Bridge construction, an enhanced crosswalk at Adams Street/Carlson Boulevard can be installed. BOTTOM: Parking removal on the west side of Pierce Street may be required to accommodate the proposed two-way cycle track.

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Figure 5-1f BART to Bay Trail Access Improvements

2 Ohlone Greenway Crossing Improvements

Trail Crossing Improvements along the Ohlone Greenway

Description

The existing Ohlone Greenway is a critical local and regional link for walking and biking. As a north-south path, it intersects numerous El Cerrito city streets. At all locations, path users have a STOP control and cross-street traffic is uncontrolled. Existing crossing treatments include "stair-step striping" (shown at right) and high-visibility crosswalks. In many locations, the City has or plans to install in-roadway lighting or RRFBs at cross-streets with higher traffic volumes. Project will further enhance accessibility at crossings. Further evaluation engineering is required to determine the preferred traffic control devices (signs, pavement markings, and beacons), for all approaches and modes.

Background

The Ohlone Greenway is an important regional bicycle and pedestrian path linking Richmond, El Cerrito, Albany, and Berkeley and connecting to multiple BART Stations. The path will eventually connect with the Richmond Greenway. As it connects to BART, the path serves an important commuter and recreational function. As a north-south link, it also provides an "8 to 80" alternative to San Pablo Avenue through El Cerrito that may accommodate a wider range of users.

Cost

Range $1,200,000 - $1,800,000

Issues & Opportunities

- Many cross-streets along the Greenway are low-volume roadways that carry less than 4,500 vehicles a day
- The crossing of low-volume cross-streets presents an opportunity to replace the STOP control on the Greenway with YIELD control
- Could consider requiring cross-street traffic to YIELD or STOP for path users on low-volume side-streets in the future
- Many cross-streets are wide enough to provide curb extensions or median refuges to reduce crossing distances for path users and calm traffic

Detail of Proposed Improvements

- Install wayfinding at crossing locations to direct bicyclists and pedestrian to key destinations in the area
- Install triple-four trail crossings with high-visibility striping and bicycle legends to highlight the Greenway and indicate shared bicycle/pedestrian space in the crossing, as shown at right
- Install path lighting, advanced yield markings, curb extensions, median refuges, and flashing devices per **Table 5-1**
- Conduct additional analysis to determine traffic control measures for Greenway crossings
- Consider adding pavement legends and signs to reinforce the direction of travel

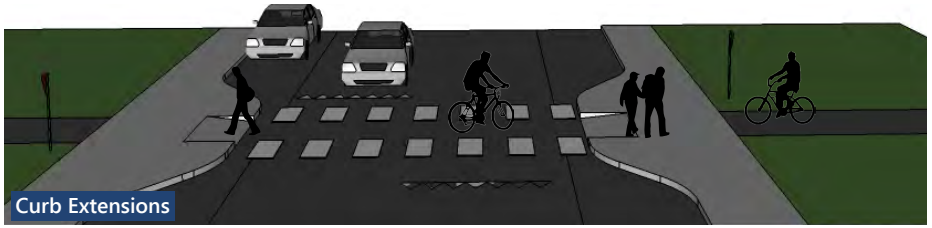
Most crossing have high-visibility ("ladder") striping with STOP control for Greenway traffic. Curb extensions with oversized ramps are present at Schmidt Lane, but many other crossings still allow for curb extension or median refuges.

Example of triple-four trail crossing striping at the West Street Path in Berkeley.

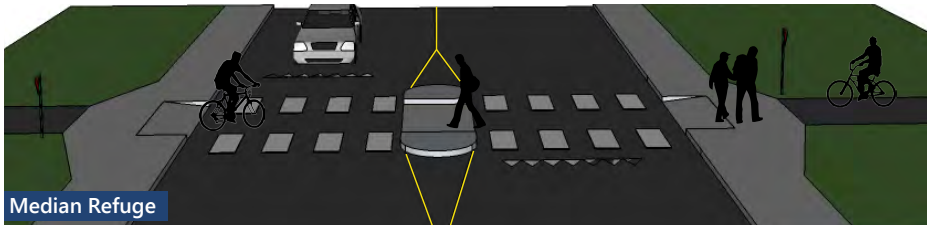
Figure 5-2a Ohlone Greenway Crossing Improvements

Proposed Improvements

*Pending further engineering evaluation **Install pedestrian and bicycle wayfinding at each cross-street



- *Use where on-street parking is provided*
- *Provides opportunities for additional green infrastructure/stormwater planters*
- *Reduces overall crossing distance for bicyclists and pedestrians*
- *Visually narrows roadway, which can help to reduce speeds*
- *Construct with over-sized curb ramps to accommodate all users*



- *Minimum 6′ feet in length to allow bicyclists and pedestrians with stroller to wait for a gap in traffic and a minimum 5′ in width to allow two wheelchairs to pass side-by-side*
- *Allows pedestrians and bicyclists to cross in "two-steps"*
- *Visually narrows roadway, which can help to reduce speeds*
- *Construct with over-sized curb ramps to accommodate all users*

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Figure 5-2b Ohlone Greenway Crossing Improvements

TABLE 5-1A: EXISTING, PLANNED, AND PROPOSED OHLONE GREENWAY CROSSING IMPROVEMENTS BY CROSS-STREET

Cross-Street	Existing, Planned, and Proposed Improvements								Additional Improvements
	Traffic Control	Advanced Signs	Flashing Devices[2]	High-Visibility Striping	Advanced Yield Markings	Curb Extensions or Refuge	Lighting	Wayfinding	
Knott Avenue	Potentially Remove STOP on Greenway and replace with YIELD*	✓		✓	✓	Curb Extensions	✓	✓	• Install bicycle route with sharrows between San Pablo Avenue and Greenway
Cutting Boulevard	Ohlone STOP	✓	RRFB	✓	✓	Curb Extensions & Path Realignment	✓	✓	• Stripe bicycle lanes between San Pablo Avenue and Greenway
Hill Street	Ohlone STOP	✓	RRFB		✓	Curb Extensions	✓	✓	• Stripe eastbound bicycle lane between the Greenway and Elm Street
Blake Street	Potentially Remove STOP on Greenway and replace with YIELD*	✓		✓	✓		✓	✓	• Install bicycle and pedestrian legends for separate paths

1. Light green indicates existing facilities, dark green indicates planned and funded improvements, orange indicates proposed improvements, and gray indicates no improvement at that location.
2. IRWL=In-Roadway Lighting, RRFB=Rectangular Rapid Flashing Beacon

- Source: Fehr & Peers, 2014; 2007 Circulation Plan for Bicyclists and Pedestrians

**Further engineering evaluation is required for traffic control devices (signs, pavement markings, and beacons), for all approaches and all modes.*

TABLE 5-1B: EXISTING, PLANNED, AND PROPOSED OHLONE GREENWAY CROSSING IMPROVEMENTS BY CROSS-STREET

Cross-Street	Existing, Planned, and Proposed Improvements								Additional Improvements
	Traffic Control	Advanced Signs	Flashing Devices[2]	High-Visibility Striping	Advanced Yield Markings	Curb Extensions or Refuge	Lighting	Wayfinding	
Potrero Avenue	Ohlone STOP	✓	RRFB	✓	✓	Curb Extensions	✓	✓	• Curb extensions not recommended due to proposed bicycle lanes on Potrero
Manila Avenue	Potentially Remove STOP on Greenway and replace with YIELD	✓		✓	✓	✓	✓ (indirect existing lighting)	✓	
Schmidt Lane	Potentially Remove STOP on Greenway and replace with YIELD	✓		✓	✓	✓	✓ (indirect existing lighting)	✓	
Portola Avenue	Potentially Remove STOP on Greenway and replace with YIELD	✓		✓ (refresh)	✓	Curb Extensions	✓ (indirect existing lighting)	✓	

1. Light green indicates existing facilities, dark green indicates planned and funded improvements, orange indicates proposed improvements, and gray indicates no improvement at that location.
2. IRWL=In-Roadway Lighting, RRFB=Rectangular Rapid Flashing Beacon

- Source: Fehr & Peers, 2014; 2007 Circulation Plan for Bicyclists and Pedestrians

**Further engineering evaluation is required for traffic control devices (signs, pavement markings, and beacons), for all approaches and all modes.*

TABLE 5-1C: EXISTING, PLANNED, AND PROPOSED OHLONE GREENWAY CROSSING IMPROVEMENTS BY CROSS-STREET									
Cross-Street	**Existing, Planned, and Proposed Improvements**								**Additional Improvements**
	Traffic Control	**Advanced Signs**	**Flashing Devices[2]**	**High-Visibility Striping**	**Advanced Yield Markings**	**Curb Extensions or Refuge**	**Lighting**	**Wayfinding**	
Moeser Lane	Ohlone STOP	✓	RRFB	✓ (refresh)	✓ (replace existing Stairstep Markings)	Median	✓	✓	
Waldo Street	Potentially Remove STOP on Greenway and replace with YIELD	✓		✓ (refresh)	✓ (replace stairstep striping)	Curb Extensions	✓	✓	
Stockton Avenue	Ohlone STOP	✓	RRFB	✓ (refresh)	✓	Curb Extensions	✓	✓	
Lincoln Avenue	Potentially Remove STOP on Greenway and replace with YIELD	✓		✓	✓	Curb Extensions	✓	✓	

1. Light green indicates existing facilities, dark green indicates planned and funded improvements, orange indicates proposed improvements, and gray indicates no improvement at that location.
2. IRWL=In-Roadway Lighting, RRFB=Rectangular Rapid Flashing Beacon

Source: Fehr & Peers, 2014; 2007 Circulation Plan for Bicyclists and Pedestrians

**Further engineering evaluation is required for traffic control devices (signs, pavement markings, and beacons), for all approaches and all modes.*

TABLE 5-1D: EXISTING, PLANNED, AND PROPOSED OHLONE GREENWAY CROSSING IMPROVEMENTS BY CROSS-STREET

Cross-Street	Existing, Planned, and Proposed Improvements								Additional Improvements
	Traffic Control	Advanced Signs	Flashing Devices[2]	High-Visibility Striping	Advanced Yield Markings	Curb Extensions or Refuge	Lighting	Wayfinding	
Central Avenue	Ohlone STOP	✓	RRFB	✓	✓	Curb Extensions Median Refuge	✓	✓	
Fairmount Avenue	Ohlone STOP (at Richmond St, All-Way STOP intersection)	✓	IRWL or RRFB (at crossing west of Richmond St)	✓	✓ (replace stairstep striping)	Curb Extensions & Refuge ✓	✓	✓	• Consider intersections improvements at Richmond Street/Fairmount Avenue in conjunction with OBAG Improvements • Pedestrian zone treatments planned through OBAG grant

1. Light green indicates existing facilities, dark green indicates planned and funded improvements, orange indicates proposed improvements, and gray indicates no improvement at that location.
2. IRWL=In-Roadway Lighting, RRFB=Rectangular Rapid Flashing Beacon

Source: Fehr & Peers, 2014; 2007 Circulation Plan for Bicyclists and Pedestrians

**Further engineering evaluation is required for traffic control devices (signs, pavement markings, and beacons), for all approaches and all modes.*

3 Citywide Wayfinding

Key Walking and Biking Routes Citywide

Description

Bicycle and pedestrian wayfinding consists of signs and markings placed at key decision points along preferred bicycle and pedestrian routes, directing bicyclists and pedestrians to other preferred routes to access key community destinations. Wayfinding signs may also include the distance and/or time needed to get to those destinations. Citywide wayfinding standards for bicyclists and pedestrians have been developed for West Contra Costa County.

Background

The West County Transportation Advisory Committee (WCCTAC) *Transit Enhancement and Wayfinding Plan* creates bicycle and pedestrian wayfinding design standards for West County. It also includes wayfinding plans to access the El Cerrito del Norte and Plaza BART Stations, respectively. A citywide wayfinding program would build off of those plans to create a comprehensive network of bicycle and pedestrian wayfinding to key destinations throughout the City.

Cost

Range $340,000-410,000 for WCCTAC sign plans for the two BART stations; approximately $1,900 per customized wayfinding sign, including design and contingencies

Issues & Opportunities

- The WCCTAC Wayfinding Plan identified wayfinding sign locations to support bicycle and pedestrian access to both BART stations from the Greenway and City streets
- The WCCTAC Wayfinding Plan also developed sign design guidelines that the City can use along with their own Signage Program
- Coordinate wayfinding improvements with the El Cerrito Urban Greening Plan

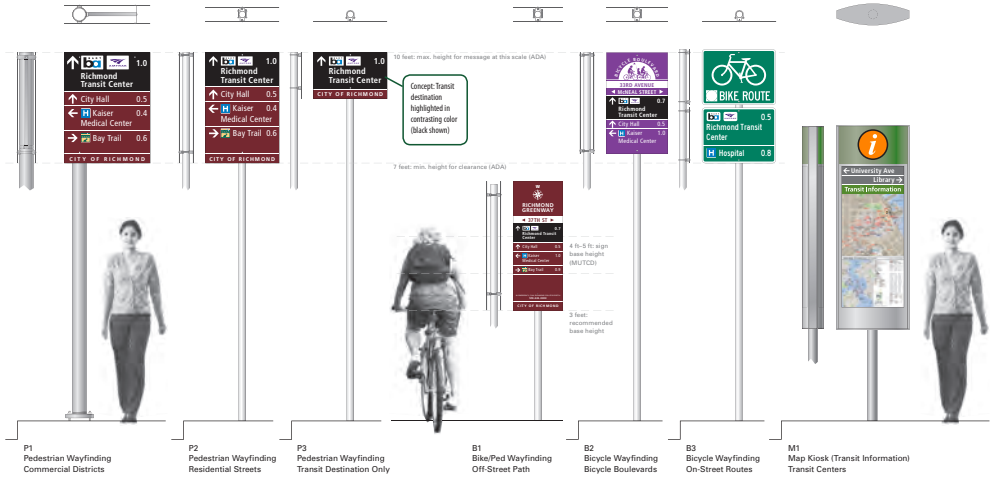
Detail of Proposed Improvements

- Incorporate bicycle and pedestrian wayfinding and destination signage in all projects in the bicycle and pedestrian networks
- Secure funding for and implement the WCCTAC Wayfinding Plan sign plans to provide destination wayfinding to both BART stations

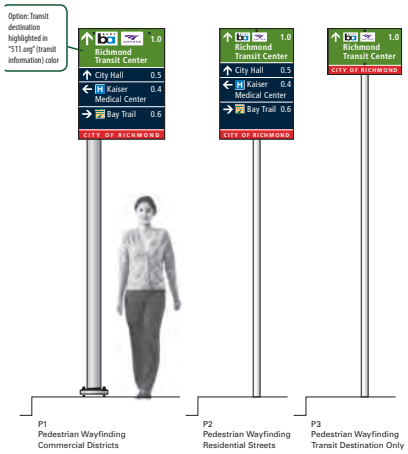
Some destination signs currently exist along the Ohlone Greenway. In the future, similar signage could include mileage or time to key destinations and could be implemented on all priority bicycle and pedestrian routes according to the WCCTAC guidelines.

Figure 5-3a Citywide Wayfinding

Proposed Wayfinding Details

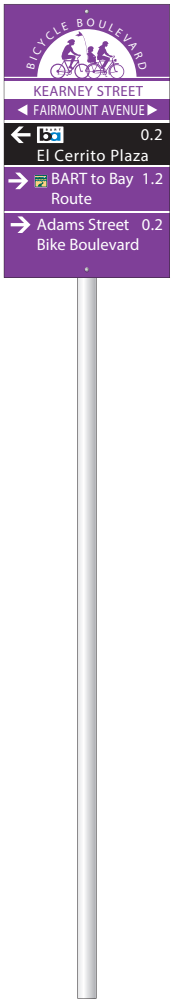


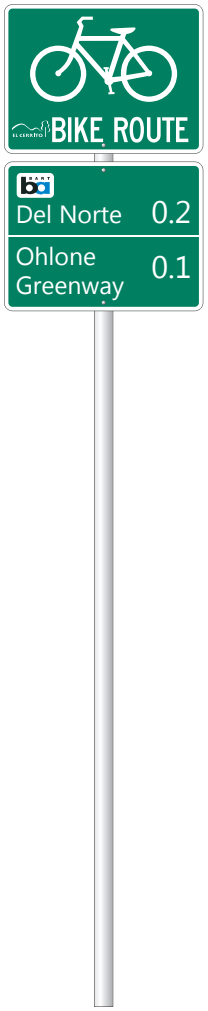
Source: WCCTAC Transit Enhancement and Wayfinding Plan (2011)



4 ft–5 ft: sign base height (MUTCD)

3 feet: recommended base height





Examples of what El Cerrito-specific wayfinding signs could look like.

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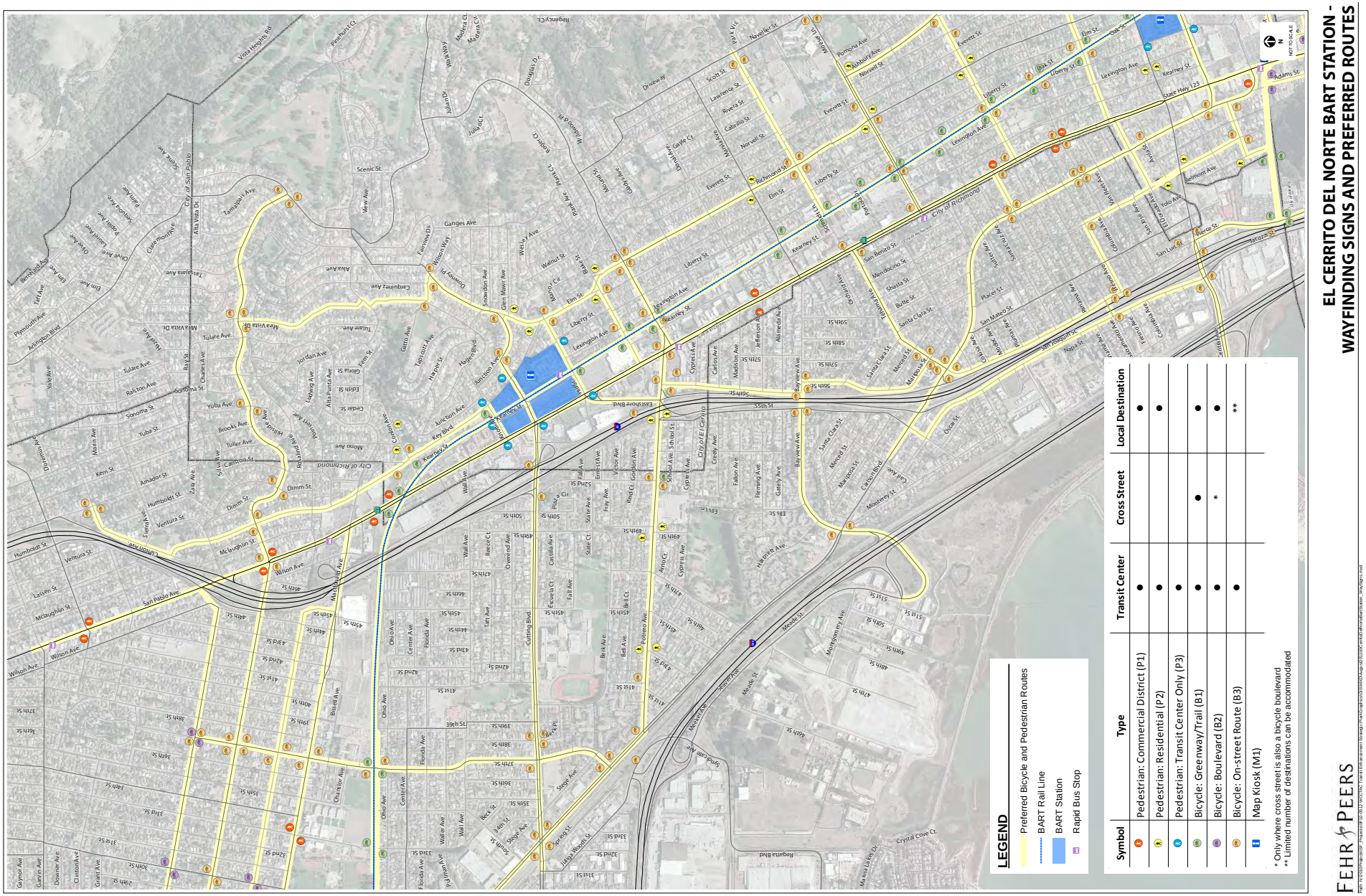
Figure 5-3b Citywide Wayfinding

Proposed Wayfinding Locations: El Cerrito Del Norte BART Station



Source: WCCTAC Transit Enhancement and Wayfinding Plan (2011)

Figure 5-3c Citywide Wayfinding

Proposed Wayfinding Locations: El Cerrito Del Norte Plaza Station

Symbol	Type	Transit Center	Cross Street	Local Destination
	Pedestrian: Commercial District (P1)	●		●
	Pedestrian: Residential (P2)	●		●
	Pedestrian: Transit Center Only (P3)	●		
	Bicycle: Greenway/Trail (B1)	●	●	●
	Bicycle: Boulevard (B2)	●	*	●
	Bicycle: On-street Route (B3)	●		**
	Map Kiosk (M1)			

* Only where cross street is also a bicycle boulevard
** Limited number of destinations can be accommodated

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EL CERRITO PLAZA STATION - WAYFINDING SIGNS AND PREFERRED ROUTES

Source: WCCTAC Transit Enhancement and Wayfinding Plan (2011)

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Figure 5-3d Citywide Wayfinding

4 Arlington Boulevard

Pedestrian Improvements

Description	This project would close the existing sidewalk gaps and provide accessibility improvements on the east side of Arlington Boulevard between Madera Elementary School and the southern City limit. Accommodation of a protected walkway/shoulder on the west side of the street should also be considered, as right-of-way and parking allows. This project identifies a preferred cross-section for the proposed sidewalk on the east side and the protected walkway on the west side and identifies where each treatment could be applied. Opportunities to narrow intersections and improve crosswalks are also identified.
Background	Arlington Boulevard extends through the El Cerrito hills between the northern City Limit (north of Barrett Avenue) and the southern City Limit (south of Moeser Lane). It provides the primary north-south connections through the hillside neighborhoods. Arlington Boulevard has several popular key destinations, including Madera Elementary School and Arlington Park. In addition, the road is a popular walking and biking route for recreational trips. AC Transit bus service also serves Arlington Boulevard. Sidewalk exists near Madera Elementary School and Arlington Park, but there are sidewalk gaps and poor sidewalk conditions south of the Park.
Cost	Range $1,050,00-1,500,000
Issues & Opportunities	• Recent improvements have been installed at Brewster Drive (north) near Madera Elementary School and Brewster Drive (south) near Arlington Park • Though posted at 25MPH, traffic frequently travels faster through the area • High pedestrian demand from walkers and joggers, students, and park users • Aggressive driving and low rates of drivers yielding to pedestrians in marked crosswalks and mid-block • Crosswalk enhancements, including flashing beacons, reduced crossing distances, and improved driver-pedestrian sight lines may be possible • Between Arlington Park and Villa Nueva Drive there is existing sidewalk in poor condition • Accessibility issues need to be addressed throughout
Detail of Proposed Improvements	• Close sidewalk gaps on the east side through new construction or reconstruction between Arlington Park and southern City limit • Close sidewalk gaps on the west side through new construction or reconstruction between 125’ south of Arbor Drive and Moeser Lane • Consider providing protected walkway (shoulder with asphalt curb barrier) on west side between Brewster Drive (north) and Buckingham Drive and between Brewster Drive (south) and Arbor Drive • Consider providing sidewalk on west side between Buckingham Drive and Brewster Drive (south) • Provide crosswalk enhancements, such as RRFBs and curb extensions to improve crossings and reduce auto speeds

TOP: Sidewalk gap near Villa Nueva Drive. MIDDLE: Existing sidewalk in need of repair and missing curb near Don Carol Drive.
BOTTOM: Sidewalk obstructions and pedestrian crossing yielding and sight line issues at Rifle Range Road.

Figure 5-4a Arlington Boulevard Pedestrian Improvements

Proposed Improvements

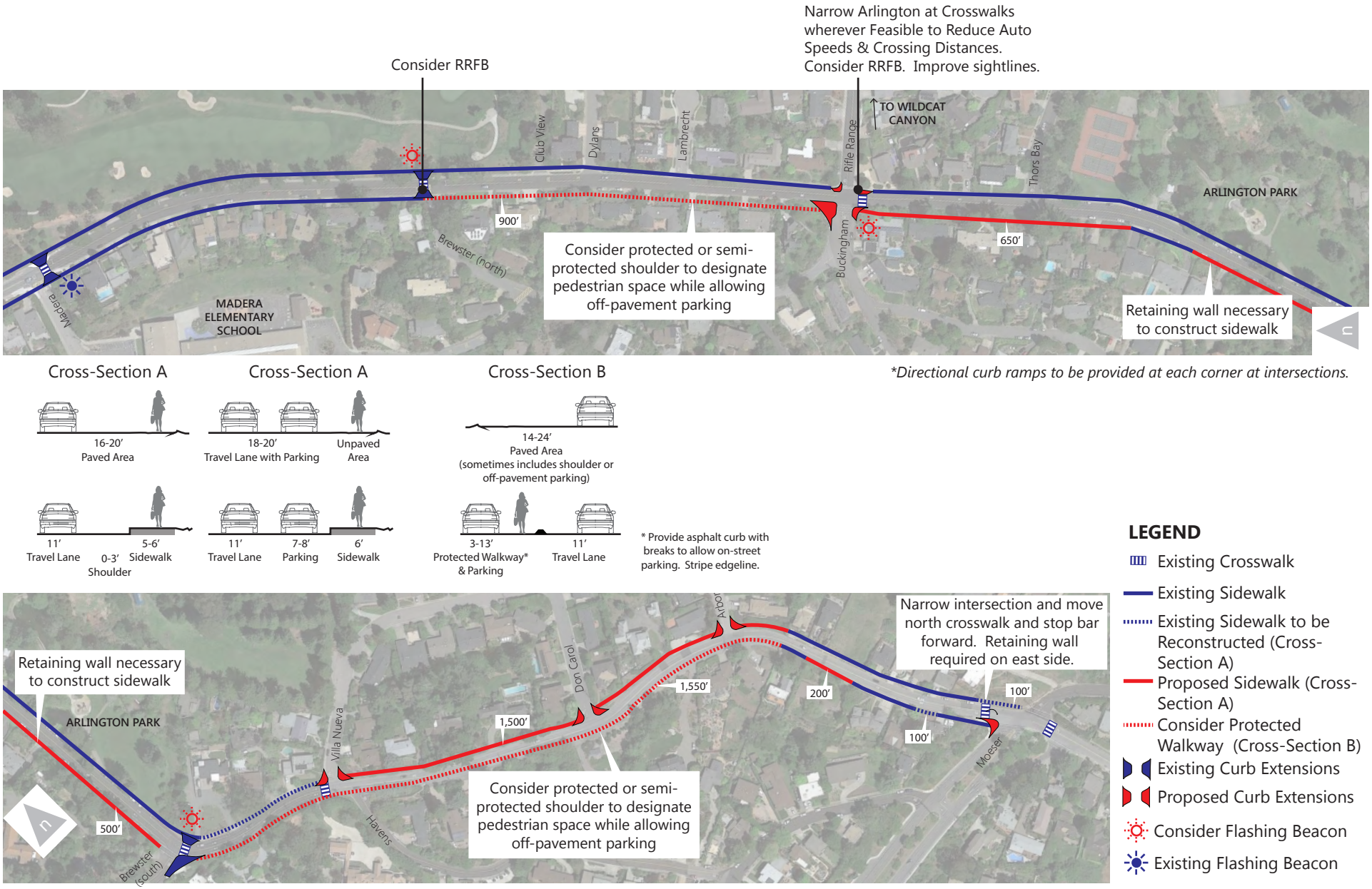

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Figure 5-4b Arlington Boulevard Pedestrian Improvements

5 East Side Bicycle Boulevard

Blake Street, Norvell Street, Schmidt Lane, Richmond Street,
Moeser Lane, Norvell Street, Lincoln Avenue, Albemarle Street, Behrens Street

Description

This project refines the bicycle boulevard alignment identified in the 2007 Plan based on community feedback and recently implemented projects. Several alternative alignments are noted and can be further refined in the next phase of the project based on right-of-way assessment, additional topography assessment, cost comparisons, and public input. The bicycle boulevard would serve residential areas east of Richmond Street and provide access to several schools.

Background

The 2007 Plan identified a north-south bicycle boulevard alignment on the east side of El Cerrito. This project proposes identifying the bicycle boulevard with oversized pavement legends, wayfinding and destination signage, and traffic calming features. Topography is a major consideration of the route and informs how the route jogs through neighborhoods. Direct access to key destinations is also a consideration for the bicycle boulevard alignment.

Cost

Range $1,600,000 - $2,400,000 (includes Priority Project #6 Wayfinding)

Issues & Opportunities

- Opportunistically look at an easement through the PG&E power station connecting to Norvell Street between Schmidt Lane and Portola Drive
- Opportunistically study the possibility of reconfiguring parking through the El Cerrito Swim Center lot and/or widening the existing path
- Address auto speeds on downhill roadways and roadways with limited traffic control
- Consider alternative alignment on Ashbury Avenue, which has existing sharrows or bicycle lanes along its length based on route directness and more level terrain but also has higher traffic volumes

Detail of Proposed Improvements

- Use bicycle boulevard pavement legends with directional arrows and bicycle boulevards signs with destinations and mileage to reinforce understanding of the bicycle boulevard alignment
- Install pedestrian-activated beacons (RRFBs) at crossings of high volume roadways, such as Stockton Avenue
- Provide bicycle cut-through at the cul-de-sac at Behrens and Spokane Avenue
- Provide raised intersections and raised crosswalks to help manage auto speeds
- Flip STOP signs where feasible to give priority to through traffic on the bicycle boulevard
- Include accessibility improvements, such as directional curb ramps, wherever curb extensions and raised crosswalks are installed.

Many of the roadways are narrow, but some have intersections that are skewed (top, middle). An example of a raised intersection (bottom).

Figure 5-5a East Side Bicycle Boulevard

Blake/Everett Intersection
- Install raised intersection or raised crosswalk (speed table) to reduce downhill speeds, which would require removal of 1 parking space
- Mark all crosswalks

Everett Intersection
- Install curb extensions to intersect Norvell at 90-degrees to Everett
- Accommodate existing residential driveway on Norvell

Gladys and Donal Intersections
- Consider raised intersections or raised crosswalks near future middle school site
- Stripe with yellow school crosswalks
- Consider flipping stop signs

Norvell/Schmidt, Richmond/Schmidt, & Richmond/Portola
- Install curb extensions at Everett/Schmidt to reduce downhill speeds
- Stripe breadcrumb treatment as wayfinding
- Install raised crosswalks at Portola

Stockton/Norvell Intersection
- Install curb extensions to reduce speeds on Stockton
- Install RRFB with bike dtection to aid bicyclists and pedestrians crossing Stockton
- Stripe breadcrumbs through intersection

Albemarle-Behrens Offset Intersection
- Install rasied intersection or decorative paving and stripe breadcrumbs through intersection to show how the route jogs from Albemarle to Behrens
- Relocate EB bus stop 100' to east to improve sightlines at offset intersection

Behrens-Spokane Bike Cut-Through
- Pave existing bike cut-through to Albany, connecting to Spokane
- Align with existing rolled curb ramp and driveway cut
- Reduce number of existing bollards

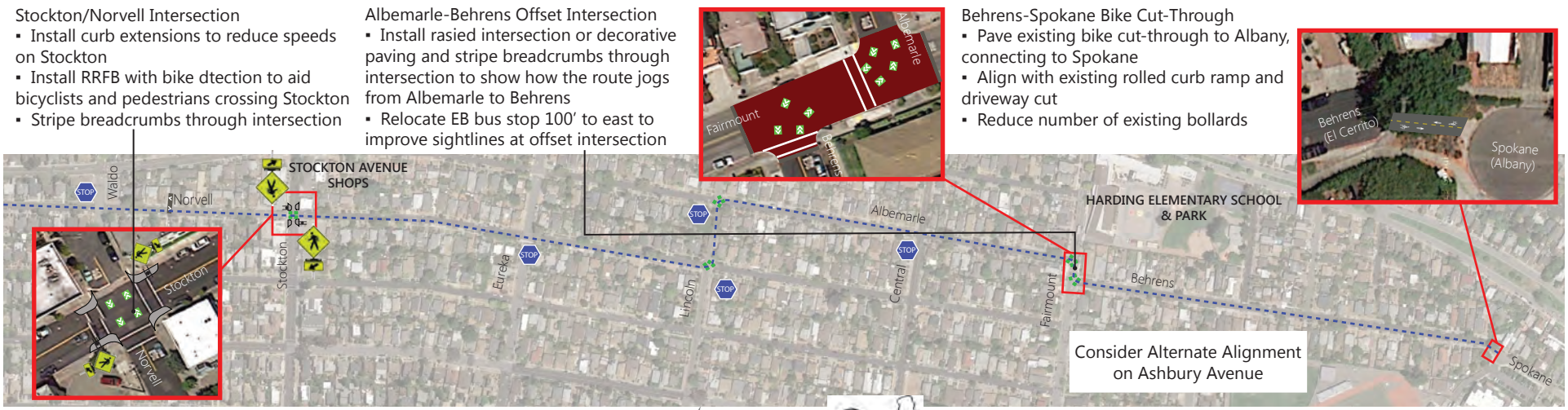

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Figure 5-5b East Side Bicycle Boulevard

6 East Side Bicycle Boulevard Wayfinding

Blake Street, Norvell Street, Schmidt Lane, Richmond Street,
Moeser Lane, Norvell Street, Lincoln Avenue, Albemarle Street, Behrens Street

Description

This project provides conceptual guidance for the signage and striping associated with the East Side Bicycle Boulevard. In addition to the traffic calming treatments defined in Priority Project #5, wayfinding is a critical element of the bicycle boulevard, as the route turns multiple times to provide direct connections to key destinations and to take advantage of more level terrain.

Background

All wayfinding signage should be in accordance with the design guidelines spelled out in the *WCCTAC Transit Enhancement and Wayfinding Plan*. The Bicycle Boulevard signs have distinctive titles to reinforce the branding of the route ("East Side Bicycle Boulevard"), and also provide mileage or time estimates to reach key destinations on bike.

Cost

Range $1,600,000 - $2,400,000 (includes Priority Project #5 East Side Bicycle Boulevard)

Issues & Opportunities

- The offsets and turning of the bicycle boulevard require that directional signage and pavement legends be installed with the bicycle boulevard improvements
- Opportunity to use the East Side Bicycle Boulevard as a pilot project for the Citywide Wayfinding Program

Detail of Proposed Improvements

- Bicycle Boulevard signs include the branded name of the route, "East Side Bicycle Boulevard" as well as the mileage or time to reach key destinations on and off of the route
- Oversized bicycle boulevard pavement legends, similar to what is used in the City of Berkeley, are proposed with directional arrows (left, through, and right) to reinforce necessary turning movements to stay on the bicycle boulevard
- On higher volume roadways, such as Richmond Street, consider using green-backed sharrows instead of bicycle boulevard legends
- Further study should examine all identified alternatives and select a preferred route
- Wayfinding project should be phased and integrated into East Side Bicycle Boulevard (Focus Area

Existing examples of bicycle/pedestrian wayfinding along the Ohlone Greenway (top) and on Central Avenue (bottom).

Figure 5-6a East Side Bicycle Boulevard Wayfinding

Proposed Improvements

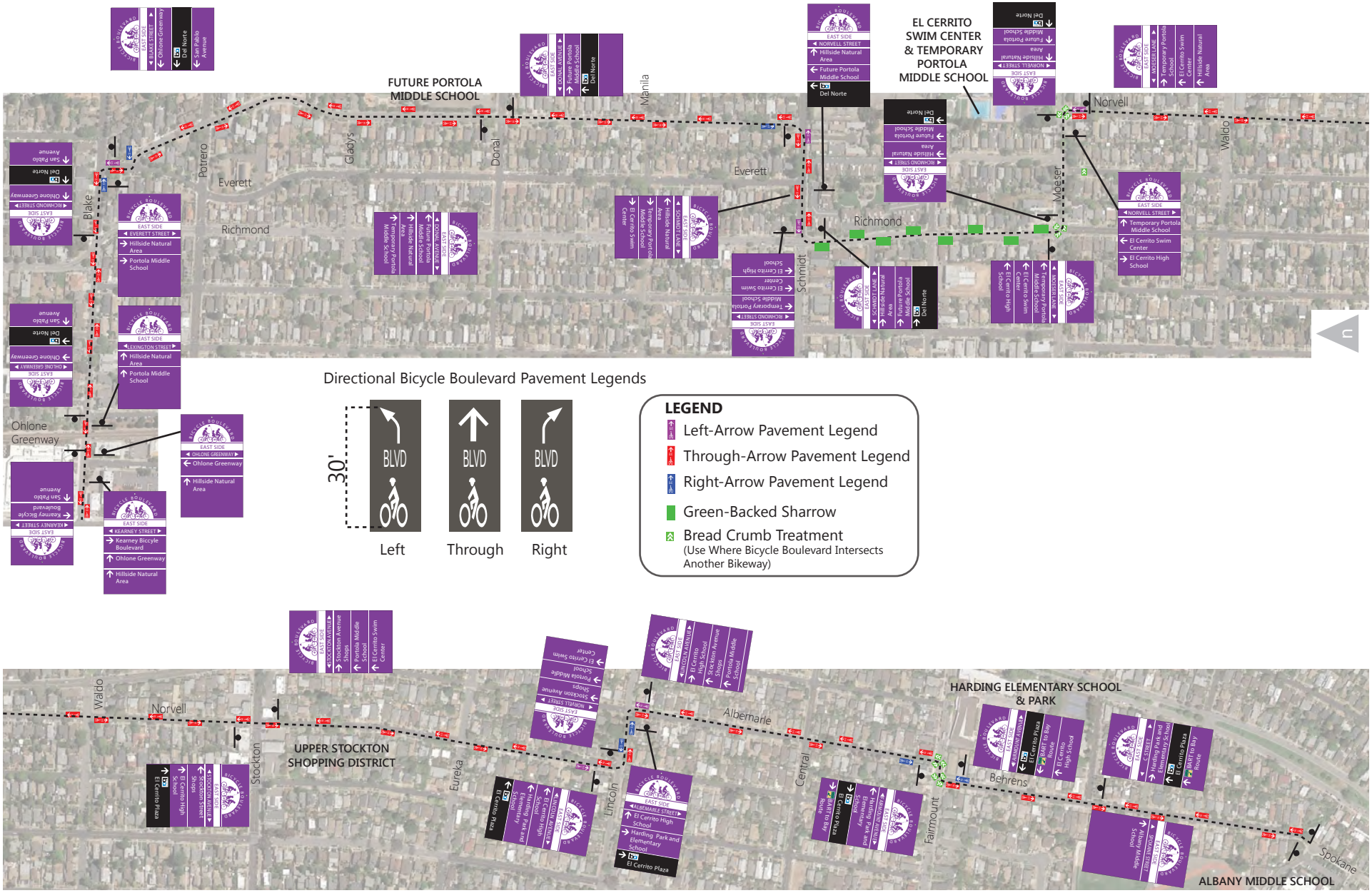

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Figure 5-6b East Side Bicycle Boulevard Wayfinding

7 Key Boulevard Improvements

Key Boulevard between Humboldt Street and Hill Street

Description

Key Boulevard is an important access route to the El Cerrito del Norte BART Station for residents to the northeast of the City as well as those accessing del Norte BART on bicycle from the south. The proposed bicycle and pedestrian improvements would tighten two wide intersections, designate a bicycle route with sharrows, install accessibility improvements, and provide signal improvements at the Key Boulevard/Elm Street intersection.

Background

Key Boulevard provides an important "last mile" connection to the del Norte BART Station, access to the Ohlone Greenway at Baxter Creek, and a Safe Routes to School connection to the new Summit Charter School.

Cost

Range $1,200,000 - $1,800,000

Issues & Opportunities

- North of Conlon Avenue, the roadway widens substantially, creating excess roadway width
- The Humboldt Street and Conlon Avenue intersections are spaced closely together and ADA curb ramps are not provided at all corners
- The Key Boulevard/Hill Street/Elm Street intersection is offset and controlled by one signal with no pedestrian heads and not all crosswalks are marked
- The Key Boulevard/Hill Street/Elm Street intersection offset makes the intersection wide and difficult for bicyclists to clear as they climb uphill
- Lack of lighting along Key Boulevard is an issue

Detail of Proposed Improvements

- Stripe sharrows more frequently on Key Boulevard, centered on the travel lane
- Narrow intersection at Humboldt Street and Conlon Avenue through curb extensions that make Humboldt intersect Key at 90 degrees and take up the excessive roadway width; provide curb ramps and accessibility upgrades.
- Curb and sidewalk extensions provide an opportunity to provide green infrastructure and stormwater management on the corridor
- Reconfigure lane widths on Elm Street to provide bicycle lanes through the intersection to create clearer expectations between bicyclists and autos through this large intersection
- Improve roadway lighting and consider pedestrian-scale lighting along Key Boulevard
- Improvements at Key Street/Elm Avenue/Hill Street may be subject to change with the development of a Safe Routes to School grant application currently under design. Improvements to be confirmed with results of the design process.
- Upgrade curb ramps at multiple locations

Skewed intersections and roadways at Humboldt Street provide opportunities for sidewalk extensions (top photos). This area also has an existing spur to the Ohlone Greenway (bottom).

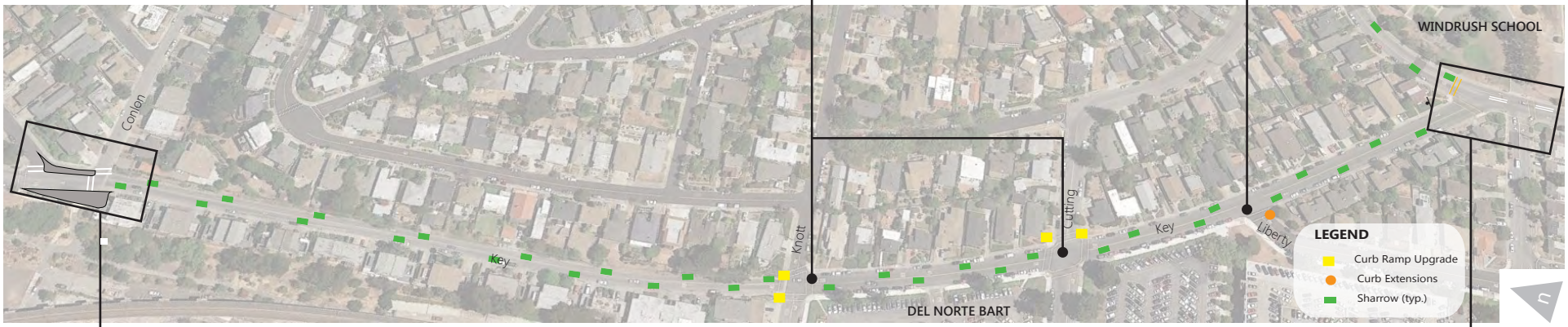
Figure 5-7a Key Boulevard Improvements

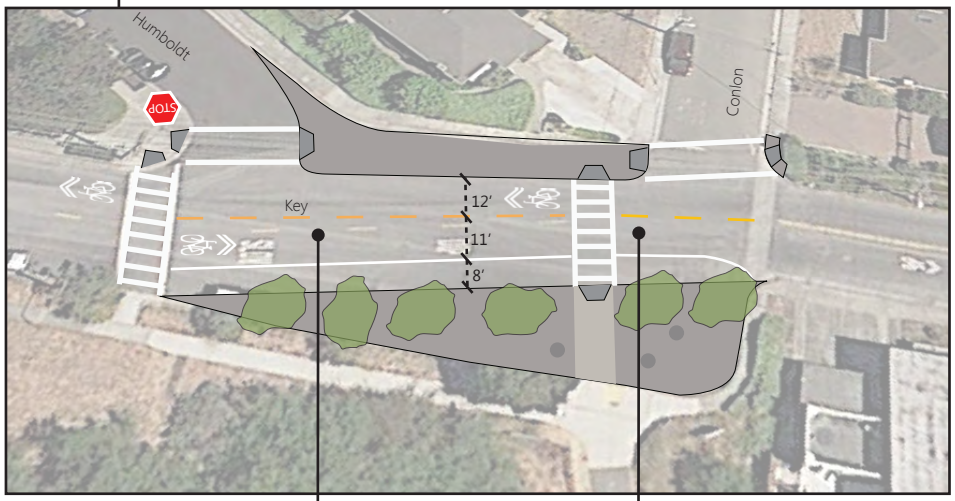
Proposed Improvements

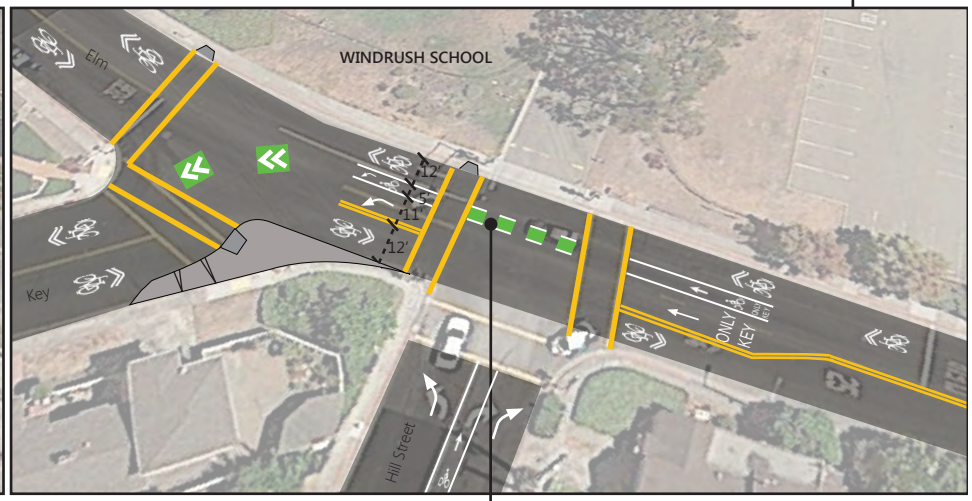
Northern City Limit to Elm Street
- Stripe sharrows after each intersection and every 150' thereafter
- Install BIKES MAY USE FULL LANE signs (R4-11) after each intersection

Upgrade curb ramps at:
- Knott Ave. and Key Blvd. - NE, NW corners
- Cutting Blvd. and Key Blvd. - NE, SE corners

Curb extension at Key Blvd. and Liberty
- Extend curb 6' into Liberty Street starting from existing face of curb







Key at Humboldt
- Install sidewalk extension on east side of Key to intersect Key and Humboldt at 90 degrees
- Remove 4 parking spaces on east side of Key due to sight distance
- Retain parking on west side of Key
- Relocate drain inlets

Key at Conlon
- Install sidewalk extension adjacent to Baxter Park, including stormwater planters or similar green infrastructure
- Stripe sidewalk on west leg of Conlon Avenue
- Sign and enhance as a gateway to the Ohlone Greenway
- Reconstruct sidewalk and install Case "C" Ramp"
- Bring man holes to grade

Key at Elm and Hill
- Extend bicycle lane and left turn lane through intersection
- Install crosswalks to meet pedestrian desire lines
- Replace signal and add pedestrian countdown heads
- Remove 4 parking spaces south of Hill Street on west side of Elm to accommodate bicycle turn pocket
- This intersection is part of a Safe Routes to School grant application currently under design. Improvements to be confirmed with the results of the design process.

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Figure 5-7b Key Boulevard Improvements

8 Fairmount Avenue Improvements

Fairmount Avenue between Carlson Boulevard and Colusa Avenue

Description	This project would provide "last mile" bicycle and pedestrian improvements to one of the most destination-rich areas of El Cerrito: San Pablo Avenue, El Cerrito Plaza, and Plaza BART Station. Green-backed sharrows are proposed for the roadway in addition to crossing improvements at Carlson Boulevard and traffic calming treatments east of Richmond Street. Fairmont Ave is a preferred pedestrian route, and proposed traffic calming measures and accessibility improvements are designed to improve pedestrian access to key destinations while maintaining the existing curb. In the future, the city could examine parking removal or streetscape improvements to accommodate a dedicated bikeway.
Background	Streetscape improvements were made to Fairmount Avenue that improve the quality of the pedestrian environment, including bulb outs, raised crosswalks, landscaping and curb ramps. As the roadway dimensions are too constrained to provide dedicated bicycle space, a shared lane treatment is proposed. To further highlight this as an important bicycle route to El Cerrito Plaza and to Plaza BART, green-backed sharrows are proposed.
Cost	Range $800,000 - $1,200,000
Issues & Opportunities	• Limited traffic controls are provided at intersections east of Richmond Street • Fairmount Avenue provides one of the only direct east-west connections between destinations such as El Cerrito Plaza, Plaza BART, Cerrito Creek, Ohlone Greenway, and Fairmount Shopping District • Constrained right-of-way means that dedicated space for bicyclists cannot be provided in the current roadway configuration • The project can coordinate with the OBAG-funded improvements at the Central Avenue and Fairmount Avenue intersections of the Ohlone Greenway and the BART station area
Detail of Proposed Improvements	• With head-in angled parking on Fairmount Avenue near El Cerrito Plaza, stripe green-backed sharrows to the left of the center of the travel lane to direct bicyclists away from the parking stalls. Install wayfinding at crossing locations and consider additional pavement markings to direct bicyclists and pedestrians to key destinations in the area. • Install median refuges, curb extensions, bicycle escape ramps, and pedestrian-activated beacons (RRFBs) at the intersection at Carlson Boulevard • Consider raised crosswalks or curb extensions at Everett and Norvell and a raised intersection (or decorative paving) at the Albemarle/Behrens offset to slow downhill speeds and create safer pedestrian crossings near Harding Elementary School • Straighten crosswalks and install directional curb ramps and similar accessibility improvements.

The existing streetscape includes pedestrian amenities such as landscaped median, pedestrian-scaled lighting, and curb extensions (top). Long crossing distances across multiple lanes limit connectivity at the Carlson Boulevard/Fairmount Avenue intersection; accessibility upgrades are needed (middle). Median obstructs crosswalk. (bottom).

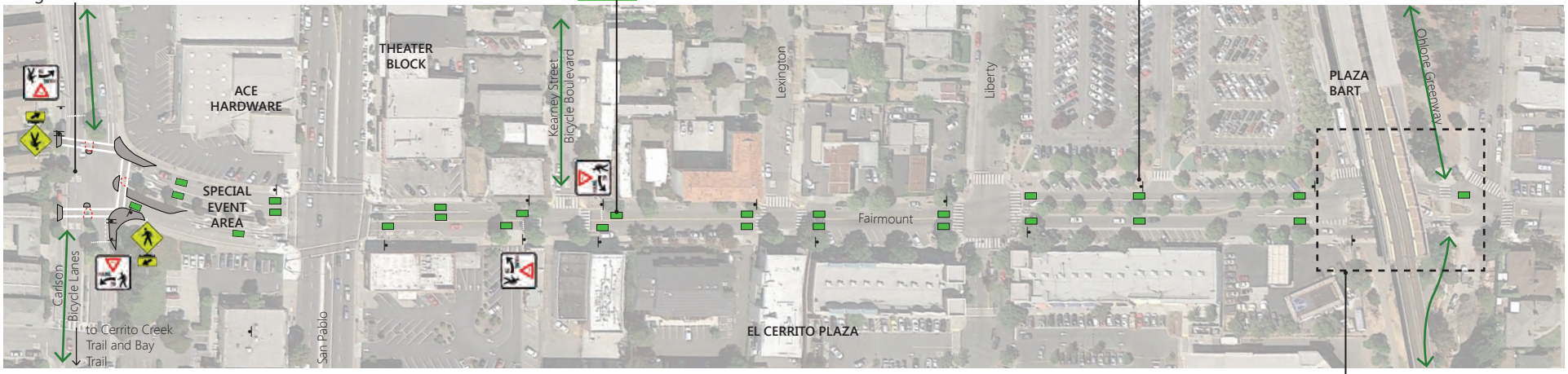
Figure 5-8a Fairmount Avenue Improvements

Proposed Improvements

Carlson/Fairmount Intersection
- Install curb extensions at all corners, avoiding residential driveways
- Install median refuges at all apporaches and mark all crosswalks
- Install RRFBs to support bicycle and pedestrian crossings across Carlson
- Install advanced yield markings and YIELD HERE TO PEDESTRIANS signs

Fairmount between Carlson and Colusa
- After each intersection and approximately 100' on-center
- Green Pavement behind Sharrow (typ.)
- Stripe between Carlson and Ashbury

Fairmount between Carlson and Colusa
- Install BIKES MAY USE FULL LANE signs (R4-11) after each intersection in each direction and after major driveways, such as the Plaza and BART



Everett and Norvell Intersections
- Install raised crosswalks or curb extensions at Everett and Norvell

Albemarle/Behrens Offset Intersection
- Install raised intersection (or "speed table") as part of a series of downhill traffic calming treatments
- Stripe crosswalk on west side of Albemarle
- Stripe breadcrumbs to show East Side Bicycle Boulevard alignment

Fairmount/Ohlone Greenway
- Crossing improvements will take place as part of the OBAG-funded safety and placemaking improvement project

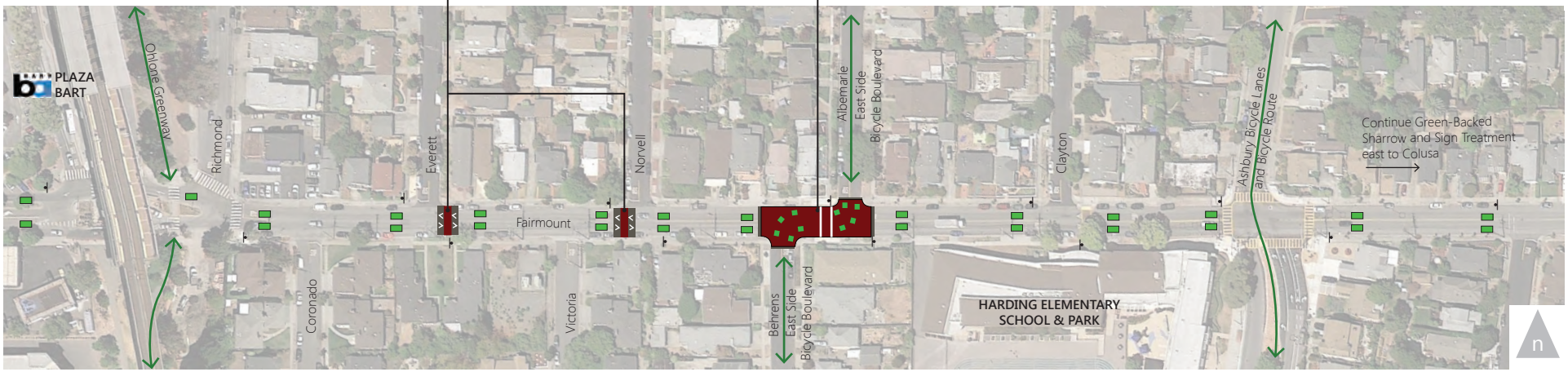


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Figure 5-8b Fairmount Avenue Improvements

9 Potrero Avenue Improvements

Potrero Avenue between western City Limit and Ohlone Greenway

Description

Potrero Avenue provides an important connection between the Cities of Richmond and El Cerrito. The roadway provides a connection on the northern end of El Cerrito between the Ohlone Greenway, El Cerrito del Norte BART Station, and Bay Trail access in the City of Richmond. The project also provides complete streets improvements to businesses on San Pablo Avenue.

Background

Pedestrian and auto improvements were recently made to Potrero Avenue near the I-80 on-ramps. This project would build upon these investments to provide dedicated bicycle facilities on Potrero Avenue between Lexington Avenue and the City of Richmond. This project may require further multi-modal operations analysis on the proposed reconfiguration between Eastshore Boulevard and the Ohlone Greenway.

Cost

Range $600,000 - $900,000

Issues & Opportunities

- Based on peak hour traffic volumes, roadway right-of-way may be able to be reallocated to provide dedicated space for bicyclists
- Improve ADA accessibility west of the I-80 ramps
- With I-80 ramps, opportunity to provide dedicated space for bicyclists to improve cyclist comfort
- Roadway is auto oriented but also provides one of the only direct east-west connections for bicyclists and pedestrians between El Cerrito and Richmond
- Opportunity to improve on-street bicycle connections to the Ohlone Greenway

Detail of Proposed Improvements

- Stripe bicycle lanes between the City of Richmond border and Lexington Avenue through removal of on-street parking (westbound) and repurposing of one travel lane (eastbound) pending additional traffic analysis. Green-backed sharrows could be considered as an alternate treatment.
- Reconfigure westbound approach lanes on Potrero Avenue at San Pablo Avenue to allow for dedicated bicycle lanes
- Stripe bicycle lane and conflict zone treatments through the slip lane at San Pablo Avenue
- Sign and stripe a bicycle route with sharrows east of Lexington Avenue
- Restripe bicycle lanes on Eastshore Boulevard as buffered bicycle lanes

San Pablo Avenue (top) includes a dog-leg that creates an additional conflict point between bicyclists and drivers.

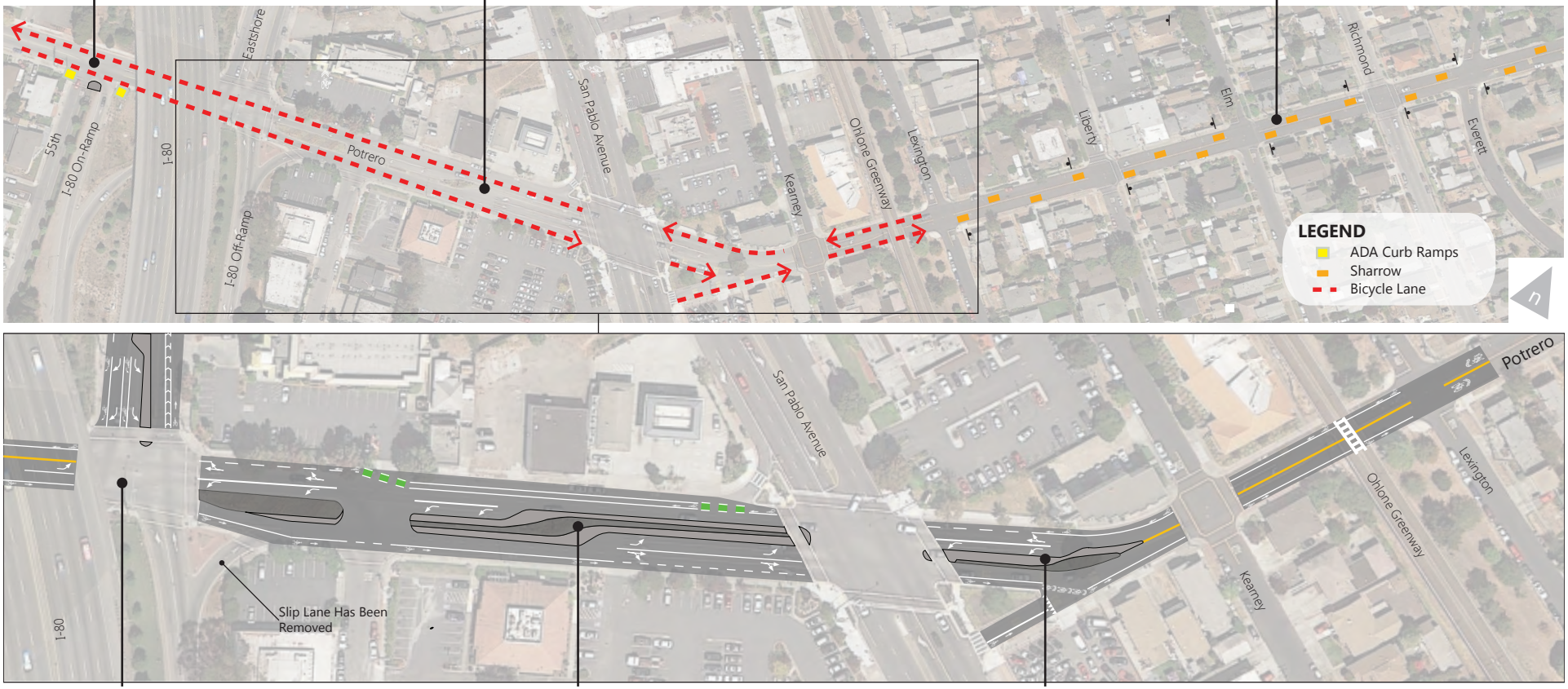
Figure 5-9a Potrero Avenue Improvements

Proposed Improvements

55th Street and I-80 On-Ramp Intersection
- Construct curb extension between 55th and I-80 Off-Ramp with accessible cut-through
- Restripe eastern crosswalk
- Add curb ramps to SW corner at 55th and SE corner at I-80 Off-Ramp

Potrero Avenue between western City Limit and Lexington
- Stripe Class II Bicycle Lanes through parking removal in the westbound direction and repurposing of one eastbound travel lane pending additional traffic analysis

Potrero Avenue between Lexington and Navellier
- Stripe sharrow centered on travel lane
- Install R4-11 "BIKES MAY USE FULL LANE SIGN"



I-80 Off-Ramp/Eastshore Intersection
- Restripe Eastshore Boulevard to include buffered bicycle lanes, bicycle turn pockets, and raised median
- Stripe bicycle lanes on Potrero Avenue
- Existing condition has west crosswalk and the NB right-turn slip lane has been removed

Potrero between I-80 Off-Ramp and San Pablo
- Stripe Class II Bicycle Lanes through parking removal in the westbound direction and repurposing of one eastbound travel lane pending additional traffic analysis
- Stripe green skip-striping through conflict zones

San Pablo Avenue Intersection
- Remove WB through lane to accommodate bicycle lane and widen median
- Stripe advanced yield markings at NB right-turn slip lane

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Figure 5-8b Potrero Avenue Improvements

5. Improvement Projects

Project Prioritization

All projects, including the detailed projects, were scored against prioritization criteria described below. The criteria will help the City in understanding relatively priority and community benefits. Prioritization score does not necessarily indicate the order in which projects will be delivered. This is because the City delivers projects in an opportunistic way that takes advantage of coordination with other agency partners, including schools, BART, and AC Transit; private development projects; timing of other City projects; and grant funding. For example, as properties redevelop, some of these active transportation improvements could be incorporated into the entitlement process. Additionally, as roadway overlays or other pavement projects are completed in the City, these projects should be integrated. The City intends to further define, develop and implement projects using the priority scoring as a guide to build out the active transportation network over time.

Prioritization Criteria

The methodology used to score projects within each criterion is described below. Each criterion was assigned equal weight.

Potential to Shift Bicycle and Pedestrian Mode Share (2 Points)

This criterion evaluates the ability of a bicycle or pedestrian project to attract new walking and biking trips. For bicyclists, this was determined to occur with proposed facilities that feel more comfortable and accommodate a wider range of users of all ages and abilities. For pedestrians, this addresses projects within 0.5 mile of key destinations. This criterion scores either 2 points or 0 points. Points are assigned as follows:

- **2 Points - Bicyclists**: Protected bikeways (shared-use paths, cycle tracks, and buffered bicycle lanes) and low traffic-stress bikeways (bicycle boulevards)
- **2 Points - Pedestrians**: Projects within a 1/2 mile to transit centers (BART stations and 72/72R on San Pablo Avenue), local schools, path network, and retail destinations

Addresses Immediate Safety Need (2 Points)

This criterion is based on the number of bicycle and pedestrian collisions, respectively, on the roadway over the past five years and/or roadways that were identified as having perceived safety issues. For off-street projects, such as pathways and sidewalks, the methodology is based on potential for conflicts with motor vehicles. Points are assigned as follows:

<u>On-Street Facilities</u>

- **2 Points**: Projects that provide or improve a bicycle or pedestrian facility with two or more bicycle and pedestrian collisions, respectively
- **1 Point**: Projects that provide or improve a bicycle or pedestrian facility with one bicycle and pedestrian collisions, respectively

<u>Off-Street Facilities</u>

- **2 Points**: Trail and path projects that cross roads and driveways two times per mile

- **1 Point**: Trail and path projects that cross roads and driveways three or more times per mile

Gap Closure (2 Points)

Gaps in pedestrian and bicycle facilities can create significant barriers for active transportation. Closing these gaps to create continuous facilities is important to maximizing the value of prior investments. Points are assigned as follows:

- **2 Points**: Projects that connect two existing facilities and create a continuous facility
- **1 Point**: Projects that reduce the impact of a gap

Economic Development (2 Points)

The City of El Cerrito's adopted policies and plans prioritize economic development throughout the City. Points are assigned as follows:

- **2 Points**: Projects within ¼ mile of commercial nodes
- **1 Point**: Projects within ½ mile of commercial nodes

Access to Transit (2 Points)

The City of El Cerrito's adopted policies and plans also prioritize access to transit. Providing "last mile" bicycle and pedestrian connections to a transit center has shown to be particularly important in encouraging walking and biking trips. Points are assigned as follows:

- **2 Points**: Projects within ¼ mile of AC Transit Rapid bus stop or BART Station
- **1 Point**: Projects within ½ mile of AC Transit Rapid bus stop or BART Station OR along an AC Transit local bus route OR within ¼ mile of AC Transit Transbay bus stop.

Consistency with Adopted Plans (2 Points)

The City of El Cerrito has undergone a variety of planning studies with significant public engagement. As such, consistency with these planning documents is important. Points are assigned as follows:

- **2 Points**: Project identified in two or more Plans
- **1 Point**: Project identified in one previous Plan

Improves Accessibility (2 Points)

The City of El Cerrito has made a strong commitment to enhancing the accessibility of its streets for users of all abilities. Points are assigned as follows:

- **2 Points**: Project increases the number or quality of accessibility features, such as curb ramps, grades, or accessible push buttons
- **1 Point**: Project upgrades any necessary streetscape elements to current ADA requirements

Prioritization Results

The projects identified and described in Chapter 4 (Tables 4-1 and 4-2) including the detailed projects were scored and ranked using the methodology described above to determine relative prioritization. **Table 5-2** presents the list of all bicycle and pedestrian projects and their total

prioritization score. **Appendix H** presents the scoring breakdown for each project by prioritization criteria.

TABLE 5-2: PRIORITIZED PROJECTS

Project	Proposed Improvements[1]	Miles	Cost	Score
Arlington Boulevard (Detailed Project 4, Figures 5-4a and 5-4b)	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk installation, reconstruction, and repair and connecting to Arlington Park, Madera School, and Mira Vista Country Club	2.4	$$$$	10
	Work with AC Transit to improve accessibility of bus stops			
	Reduce crossing distances, narrow roadway to prevent autos passing each other at intersections, and improve sight distance at intersections with curb extensions/corner radii tightening at: Potrero Avenue, Brewster Drive (east side), Buckingham Drive (all corners), Thors Bay Road, Villa Nueva Drive, Don Carol Drive, and Moeser Lane (NW and NE corners)			
	Work with property owners to maintain hedges and other vegetation that obscures visibility to/from side streets			
	Conduct Stop-warrant analysis at multiple locations on Arlington and consider installing all-way stop control to control traffic along corridor and improve pedestrian safety at crosswalks			
	Install Yield Here to Pedestrian signs and advanced yield markings on all uncontrolled crosswalks			
	Evaluate driver-yielding compliance at all existing uncontrolled crosswalks to determine if additional enhancements, such as RRFBs and/or traffic calming devices should be considered			
	Stripe and sign Class III Bicycle Route with Sharrows	2.4	$$	6
Ashbury Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.2	$$$$	9
Avis Drive	Stripe and sign Class III Bicycle Route with Sharrows	0.22	$	2
Bates Avenue	Stripe and sign Class III Bicycle Route with Sharrows	0.16	$	2
Barrett Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair and improve the streetscape	0.8	$$$	7
	Stripe and sign Class III Bicycle Route with Sharrows	0.79	$	3
Blake Street	Stripe and sign Class III Bicycle Route with Sharrows between Norvell Street and Navellier Street	0.17	$	5

5. Improvement Projects

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Carlson Boulevard	Complete a bikeway feasibility study looking at a cycle track on Carlson Boulevard between the northern city limit and San Pablo Avenue	-	$$	-
	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.4	$$$	12
Carmel Avenue	Stripe and sign Class III Bicycle Route with Sharrows	0.10	$	2
Central Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between the Ohlone Greenway and Ashbury Avenue.	0.9	$$$$	14
	Implement planned improvements to the Ohlone Greenway crossing at Plaza BART Station through the OBAG-funded grant improvement		OBAG funded	
	Stripe and sign Class II Bicycle Lanes between Carlson Boulevard and San Pablo Avenue	0.08	$	10
Cerrito Creek Trail/ BART to Bay Bicycle and Pedestrian Route (Detailed Project 1, Figures 5-1a, 5-1b, 5-1c, 5-1d, 5-1e, and 5-1f)	Work with the City of Richmond to extend the trail to Pierce Street, install a Class I Path underneath the I-80, and improve Bay Trail crossings and access at Central Avenue/ Rydin Road by installing a traffic light	0.5[1]	$$$$	14
	Work with El Cerrito Plaza developers to create a clear bicycle and pedestrian route through the Plaza, connecting with Carlson Boulevard			
	Look for opportunities to widen the existing path between Santa Clara Avenue and Adams Street			
	Improve crosswalk frequency with high-visibility crosswalk enhanced with RRFBs or pedestrian hybrid beacons (PHBs) at San Diego Street, Fairmount Avenue, and Adams Street/Cerrito Creek (phased with City of Albany proposed Cerrito Creek Path/Adams Street bridge improvements)			
	Reduce crossing distances at existing high-visibility crosswalks on Lassen Street with curb extensions			
	Enhance trailhead at Adams Street and coordinate with the City of Albany to connect with the proposed Adams Street Bridge over Cerrito Creek			
Colusa Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction, repair and installation	0.9	$$$$	9
	Stripe and sign Class III Bicycle Route with Sharrows. Consider an all-way stop and other traffic control devices at the intersection of Colusa Avenue/Terrace Avenue to facilitate bicycle travel on and to/from Colusa.	1.10	$$	5

5. Improvement Projects

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Cutting Boulevard	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.9	$$$$	14
	Improve intersection at San Pablo Avenue and stripe all crossings per the San Pablo Avenue Specific Plan and Complete Streets Plan		$$$	
	Implement planned pedestrian improvements to the Ohlone Greenway crossing and Greenway alignment near del Norte BART and through OBAG-funded grant project		OBAG funded	
	Stripe and sign Class II Bicycle Lanes between Ohlone Greenway and San Pablo Avenue	0.06	$	6
	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and Hagen Boulevard	0.44		
East Side Bicycle Boulevard (Detailed Projects 5 and 6, Figures 5-5a, 5-5b, 5-6a, and 5-6b)	Stripe and sign bicycle boulevard with traffic calming on segments on various roadways including Blake Street beginning at San Pablo Avenue to Norvell Street to Schmidt Lane to Richmond Street to Moeser Lane to Norvell Street to Lincoln Avenue to Albemarle Street to Fairmount Avenue to Behrens Street to southern city limit. Also, install bicycle boulevard wayfinding.	2.22	$$$$	7
Eastshore Boulevard	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.2	$$	13
	Stripe and sign Class II Buffered Bicycle Lanes	0.18	$$	10
Fairmount Avenue (Detailed Project 8, Figures 5-8a and 5-8b)	Stripe and sign Class III Bicycle Route with green-backed sharrows.	0.74	$$$	9
	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between Carlson Boulevard and San Pablo Avenue.	0.7	$$$$	14
	Install raised crosswalks between Richmond Street and Ashbury Street			
	Install RRFBs, mark high-visibility crosswalk, and install median refuges and curb extensions at Fairmount Avenue/Carlson Boulevard			
	Implement the planned pedestrian intersection improvement projects on Fairmount near Plaza BART through the OBAG-funded grant project			
Ganges Avenue	Stripe and sign Class III Bicycle Route with Sharrows between Fairview Drive and Wilson Way	0.28	$	2

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Hagen Boulevard	Stripe and sign Class III Bicycle Route with Sharrows between Cutting Boulevard and Mira Vista Drive	0.06	$	3
Hill Street	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.2	$$$$	13
	Improve intersection at Key Boulevard/Hill Street/Elm Street			
	Improve intersection at San Pablo Avenue/Hill Street/Eastshore Boulevard and stripe all crosswalks per the San Pablo Avenue Specific Plan and Complete Streets Plan			
	Stripe and sign Class II Bicycle Lanes between Ohlone Greenway and Elm Street	0.14	$$	9
	Install Class I path between San Pablo Avenue and the Ohlone Greenway	0.09	$$$	11
Hillside Pathways and Stairs	Expand, improve and maintain paths/stairs, including the provision of handrails and posting signs	-	$$$	8
	Complete steps at the bottom of the Motorcycle Hill Trail		$	
	Maintain GIS map of all paths and stairs within the public right-of-way		-	-
Kearney Street	Stripe and sign bicycle boulevard and install traffic calming improvements.	0.82	$$$$	7
Key Boulevard (Detailed Project 7, Figures 5-7a and 5-7b)	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.6	$$$$	12
	Install curb ramp improvements at intersection with Knott Avenue, Cutting Boulevard, Humboldt Street, and Conlon Avenue			
	Reduce crossing distance at Liberty Street intersection with curb extension			
	Install sidewalk extensions on the east and west sides of Key Boulevard between Humboldt Street and Conlon Avenue to maintain consistent curb-to-curb width			
	Stripe crosswalks at Humboldt Street and Conlon Avenue			
	Create a new gateway to Baxter Park and the Ohlone Greenway.			
	Improve signalized pedestrian crosswalks at Key Boulevard/Elm Street/Hill Street intersection			
	Enhance striping and signing Class III Bicycle Route with Sharrows	0.32	$	8

5. Improvement Projects

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Knott Boulevard	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and San Pablo Avenue	0.06	$	6
Lincoln Avenue	Stripe and sign bicycle boulevard and install traffic calming improvements.	0.53	$$$$	10
Manila Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.6	$$$	10
	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and San Pablo Avenue	0.09	$	7
Mira Vista Drive	Stripe and sign Class III Bicycle Route with Sharrows between Hagen Boulevard and Barrett Avenue	0.51	$	2
Moeser Lane	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.3	$$$$	12
Navellier Street	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.9	$$$	6
	Stripe and sign Class III Bicycle Route with Sharrows	1.05	$$	2
Ohlone Greenway (Detailed Project 2, Table, 5-1, Figures 5-2a, and 5-2b)	Improve crossings per Ohlone Greenway Master Plan Design Guidelines, Table 5-1, and Figure 5-2b, which detail proposed improvements, such as flashing beacons, curb extensions, triple-four trail crossings, median refuges, and yield-control for Greenway users.	2.6	$$$$	13
	Improve connections between Ohlone Greenway and El Cerrito Plaza		$$$	
	Implement crossing improvements and path improvements at Del Norte and Plaza BART Stations as part of OBAG-funded project		OBAG funded	
	Complete connection to Richmond Greenway per the joint Richmond/Ohlone Greenway Gap Closure Project, which includes a signalized crossing of San Pablo Ave (funded).		$$$$ (Planned & Funded, Richmond lead)	
Park Trail Connectors	Consider purchasing undeveloped properties bordering park areas to enhance trail connections	4.7	-	6
	Improve and maintain sidewalks, hillside paths/stairs, and fire trails		$$$	
	Provide signage, including mileage, along trail corridors			
Portola Avenue	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and San Pablo Avenue	0.11	$	4

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Potrero Avenue (Detailed Project 9, Figures 5-9a and 5-9b)	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	0.8	$$$$	14
	Stripe and sign Class II Bicycle Lanes between western city limit and Ohlone Greenway	0.40	$$	8
	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and Navellier Street	0.40		
Public Trails (Existing Impassable Trails)	Improve all impassable trails within the City of El Cerrito right-of-way to provide accessible trails per Figure 4-1.	1.0	$$$	9
Richmond /Elm Streets	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.7	$$$$	12
	Improve intersection crossings for pedestrians and the streetscape			
	Stripe and sign Class III Bicycle Route with Sharrows on Elm Street between Hill Street and Cutting Boulevard; also, enhance	0.13	$	5
Rifle Range Road	Stripe and sign Class III Bicycle Route with Sharrows	0.48	$	3
Roberta Avenue	Stripe and sign Class III Bicycle Route with Sharrows	0.08	$	2
San Pablo Avenue	Implement the pedestrian improvements in the San Pablo Avenue Specific Plan and Complete Streets Plan	2.5	$$$$	14
	Improve crosswalk frequency and reduce crossing distances			
	Stripe and sign Class II Bicycle Lanes between Wall Avenue and Potrero Avenue	0.57	$	10
	Install one-way parking-separated cycle tracks between Potrero Avenue and Lincoln Avenue	1.28	$$$$	11
	Stripe and sign Class III Bicycle Route with green-backed sharrows between Lincoln Avenue and southern city limit, and between Wall Avenue and northern city limit	0.69	$$	10
Schmidt Lane	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair. Also, improve the streetscape between the Ohlone Greenway and the Recycling Center.	0.6	$$$$	11
	Stripe and sign Class III Bicycle Route with Sharrows		$	10
Stockton Avenue	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair and improve the streetscape	0.4	$$$$	13
	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenway and Terrace Drive	0.28	$	8

5. Improvement Projects

TABLE 5-2: PRIORITIZED PROJECTS				
Project	**Proposed Improvements[1]**	**Miles**	**Cost**	**Score**
Terrace Drive	Provide accessible, safe and comfortable path of travel for pedestrians through sidewalk reconstruction and repair	1.1	$$$$	5
	Stripe and sign Class III Bicycle Route with Sharrows	1.45	$$	2
Waldo Avenue	Stripe and sign Class III Bicycle Route with Sharrows between Ohlone Greenaway and San Pablo Avenue	0.13	$	2
Wilson Way	Stripe and sign Class III Bicycle Route with Sharrows	0.14	$	2
All Intersections	Install pedestrian countdown heads and update signal timings to 3.5 feet/second or current MUTCD standards at signalized intersections; install bicycle detection at all signals; and update curb ramps to current ADA standards at all intersections	-	$-$$	-
Citywide Wayfinding	Install bicycle and pedestrian destination wayfinding	-	$$$	-

1. Project costs for pedestrian projects were calculated on an order-of magnitude basis to understand planning-level costs. Projects were assigned a ranking of $ (<$50,000), $$ ($50,000-$200,000), $$$ ($200,000-500,000), $$$$ (>$500,000).

2. An additional 0.8 miles of improvements are located in Richmond

Source: Fehr & Peers, 2016.

5. Improvement Projects

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6. Performance Measures

6. Performance Measures

The City of El Cerrito intends to monitor progress on the implementation of this Active Transportation Plan over time. This chapter presents four key performance measures for the Plan's implementation.

Table 6-1 summarizes the four performance measures and includes information on the key stakeholders and associated metrics and policies to make progress toward meeting those goals. These goals provide consistency with the citywide policies established in **Chapter 2 Goals, Policies, and Programs**, and should be followed and monitored per Policy 1-7 of this Plan.

This Plan will be updated every 5-7 years, including an analysis of the increase in bicycling and walking from the implementation of proposed facilities, as well as an evaluation of the remaining network. This update will ensure that proposed projects still meet the needs of the community.

6. Performance Measures

TABLE 6-1: PERFORMANCE MEASURES			
Performance Measure	**Corresponding ATP Goal(s)[1]**	**Metric**	**Key Actions**
1. Construct all the low-stress bicycle facilities that support users of all ages and abilities by 2025 and build out the remainder of the bicycle and pedestrian network by 2035.	Goal 1: Support bicycling and walking as being practical, healthy, and convenient in El Cerrito Goal 2: Implement a well-connected active transportation system to attract users of all ages and abilities Goal 3: Incorporate the needs and concerns of bicyclists and pedestrians in all transportation and development projects	Establish a construction pace of 0.5 miles of bicycle facilities and one pedestrian capital improvement project per year	• Continue to seek competitive grant funding sources to implement the nine detailed projects • Consider bicycle and pedestrian facilities in all paving projects and intersection improvements • Review environmental documents and proposed development plans for consistency with this Plan and for a proposed facility's ability to accommodate the needs of users of all ages and abilities
2. Enhance citywide pedestrian and bicycle safety	Goal 4: Support infrastructure investments with targeted bicycle and pedestrian education, encouragement, enforcement, and evaluation programs Goal 6: Improve citywide bicycle and pedestrian safety	Reduce total number of annual bicycle and pedestrian related collision rate by 50 percent by 2025	• Address collision locations identified in this Plan including but not limited to San Pablo Avenue, Carlson Boulevard, and Ohlone Greenway crossings by installing the projects identified in this Plan and implementing the education and enforcement programs laid out in Chapter 2.
3. Encourage and facilitate a significant increase in active transportation mode share and trips.	All Goals	Double the percentage of all walking trips and biking trips by 2025	• Require bicycle and pedestrian counts to be routinely collected with all intersection turning movement counts, such as for all environmental documents and traffic studies • Evaluate creating a GIS database of bicycle and pedestrian counts by location, including peak hour, weekday and weekend ADT, date, and source of data, as available • Review and monitor bicycle and pedestrian commute mode share from American Community Survey (ACS) data and the California Household Travel Survey, as recommended in the San Pablo Avenue Specific Plan

6. Performance Measures

TABLE 6-1: PERFORMANCE MEASURES			
Performance Measure	**Corresponding ATP Goal(s)[1]**	**Metric**	**Key Actions**
4. Encourage new walking and biking trips to transit	Goal 5: Maximize multi-modal connections in the transportation network	Double the percentage of walking and biking trips to transit by 2025	• Work with BART and AC Transit to monitor the percentage of riders walking and biking to transit • Prioritize and implement improvements near the BART stations and along San Pablo Avenue Rapid Bus route

1. The six goals for the Active Transportation Plan (ATP) are presented in Chapter 2.

Source: Fehr & Peers, 2016.

7. Funding & Implementation

7. Funding & Implementation

Federal, state, regional, county and local organizations provide funding for pedestrian and bicycle projects and programs. The most recent federal surface transportation funding program, Moving Ahead for Progress in the 21st Century Act (MAP-21), was signed into law in July 2012. This is the first long-term federal transportation authorization enacted since 2005, and the new authorization brings significant changes to typical funding sources and structures.

MAP-21 funding is distributed to federal and state surface transportation funds. Most of these resources are available to El Cerrito through Caltrans, the Metropolitan Transportation Commission (MTC), and the Contra Costa Transportation Authority.

This chapter includes details about current programs that are used to fund existing scheduled projects and an assessment of upcoming programs as of May 2014. These may change as state and local programs adapt to the new MAP-21 funding.

Funding

Table 7-1 summarizes the applicability of these various funding sources to projects, planning efforts and programs proposed in this plan. Detailed descriptions of the grant funding sources are presented in **Appendix E**.

El Cerrito has been successful in securing a variety of competitive and non-competitive grant funding sources. Bicycle- and pedestrian-related expenditures since 2007 have totaled $14,223,780. Those funds represent a diverse set of funding sources, including Safe Routes to Transit, Highway Safety Improvement Program, Transportation for Livable Communities, and Measure J funding, among other sources.

7. Funding & Implementation

TABLE 7-1: REGIONAL FUNDING SOURCE APPLICABILITY MATRIX						
Funding Source	**Class I Bicycle Path**	**Class II Bicycle Lane**	**Class III Bicycle Route**	**Pedestrian Projects**	**Other Projects**	**Planning and Programs**
Highway Safety Improvement Program (HSIP) Grants	◒	●	◒	●	●	○
Caltrans Transportation Planning Grants	○	○	○	○	○	●
Local Transportation Fund (LTF)	●	●	●	●	●	○
California State Parks Recreational Trails Program (RTP)	●	○	○	○	○	○
Land and Water Conservation Fund (LWCP)	●	○	○	○	○	○
Active Transportation Program (ATP), including Safe Routes to School	●	●	●	●	●	●
Transportation Development Act (TDA)	●	●	●	●	●	●
One Bay Area Grant (OBAG)	●	●	●	●	●	●
Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air[2]	●	●	●	○	○	○

Notes:

1. ● indicate that funds may be used for this category; ○ indicate that funds may not be used for this category, and ◒ indicate that funds may be used, though restrictions apply.

Source: Fehr & Peers, 2014.

Implementation

This section presents next steps for grant funding and costs associated with building and maintaining the proposed bicycle and pedestrian network.

Future Funding Sources

The City of El Cerrito should continue to seek grant funding for the detailed projects identified through this Plan. The most applicable funding sources for the improvements recommended by this Plan are the Active Transportation Program, One Bay Area Grants, and Highway Safety Improvement Program.

Cost of the Active Transportation Network

Table 7-2 presents unit costs per mile for the bikeway types. These costs include unit costs for standard treatments for each facility type with basic assumptions listed. The total cost per mile represents the total construction for a typical bikeway of that type, including engineering, design, construction management, mobilization, traffic control, and contingency. These numbers do not include right of way and environmental costs.

TABLE 7-2: GENERALIZED UNIT COSTS FOR IMPROVEMENTS

Facility/ Item Type	Cost	Unit
Bicycle Facilities		
Unpaved Shared-Use Trail	$200,000	Per Mile
Class I Shared-Use Path (Paved)	$1,000,000	Per Mile
Parking-Protected Cycle track	$570,000	Per Mile
Buffered Bicycle Lanes	$142,600	Per Mile
Bicycle Lanes	$84,500	Per Mile
Bicycle Boulevard with Traffic Calming and Signage	$800,000	Per Mile
Bicycle Route with Signage and Sharrows	$19,300	Per Mile
Green-Backed Sharrows	$108,900	Per Mile
Bicycle Racks	$500	Per Unit
Pedestrian Facility		
Bulbout/Curb Extension	$100,000	Each
Pedestrian Refuge Island	$10,000	Each
Speed Humps	$10,000	Each
Raised Pedestrian Crosswalk	$18,000	Each
Flashing Beacons (includes RRFBs)	$20,000	Per Crosswalk
Pedestrian Hybrid Beacons (PHB)	$80,000	Per Crosswalk
Bicycle/Pedestrian Facility		
Customized Bicycle/Pedestrian Wayfinding Signs	$2,000	Per Sign

1. Costs reflect capital costs plus contingency for engineering, design, construction management, mobilization, traffic control, and contingency.
Source: Fehr & Peers, 2015.

7. Funding & Implementation

Table 7-3 presents the total cost of the Plan by project type. The total cost of all projects in the active transportation network is $37,379,861. This figure includes $4,006,941 for bikeways projects, $20,225,000 for pedestrian projects, and $13,180,000 for the detailed projects. This figure does not into the San Pablo Avenue Complete Streets project, which is addressed comprehensively in the San Pablo Avenue Specific Plan document.

TABLE 7-3: ACTIVE TRANSPORTATION PLAN COST ESTIMATE SUMMARY

Project Type	Proposed Segments (Miles)[2]	Estimated Cost
Shared-Use Path	0.53	$530,000
Cycle track	-[3]	-
Buffered Bicycle Lanes	0.18	$25,700
Bicycle Lanes	0.85	$151,300
Bicycle Boulevard	3.75	$2,992,000
Bicycle Route with Sharrows	15.78	$200,720
Bicycle Route with Green-Backed Sharrows	0.69	$75,141
Pedestrian Projects[1]	-	$20,225,000
Detailed Projects[1]	-	$13,180,000
	Total Cost[1]	$37,379,861

1. Project costs for Pedestrian Projects and Detailed Projects were calculated on an order of magnitude basis to understand planning-level costs. Projects were assigned a ranking of $ (<$50,000), $$ ($50,000-200,000), $$$ (200,000-500,000), $$$$ (>$500,000). To determine a total project cost, these ranges were averaged.

2. Mileage for Detailed Projects that include bikeways are removed from the totals to avoid double-counting of project costs. As a result, mileage totals intentionally do not match the values in Table 4-3, which shows the entire network inclusive of Detailed Projects.

3. Given the detail provided in the San Pablo Avenue Specific Plan, costs for San Pablo Avenue are not included.

Source: Fehr & Peers, 2016.

7. Funding & Implementation

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