



# Appendix B: Relationship to Other Plans

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### Relationships to Other Plans

The *Active Transportation Plan* is consistent with plans and policies at local, state, and federal levels.

#### Federal Policies

The United States Department of Transportation (US DOT) can issue Policy Statements to help guide actions.

#### *US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling as equals with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges

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- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

## *Americans with Disabilities Act*

The *Americans with Disabilities Act Title III* is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities with regards to employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but to all facilities serving the public, whether publicly or privately funded.

## State Policies

State policies that relate to this Plan include:

### *Complete Streets Act of 2008*

California’s Complete Streets Act of 2008 (Assembly bill 1358) requires all cities to modify the circulation element of their general plan to “plan for a balanced, multimodal transportation network that meets the needs of all users” when a substantive revision of the circulation element occurs. The law went into effect on January 1, 2011. The law also directs the Governor’s Office of Planning and

Research to amend its guidelines for the development of circulation elements in order to aid cities and counties in meeting the requirements of the Complete Streets Act.

### *Senate Bill 375/Assembly Bill 32*

California Assembly Bill 32 requires greenhouse gas (GHG) emissions to be reduced by 28 percent by the year 2002 and by 50 percent by the year 2050 in response to climate change. Senate Bill 375 provides the implementation mechanisms for AB 32. It requires metropolitan planning organizations and regional planning agencies to plan for these reductions with the development of Sustainable Community Strategies, which will be a regional guide for housing, land uses, and transportation and will incorporate the Regional Transportation Plan (RTP). One key component of this is the reduction of automobile trips and vehicle miles traveled. Planning for increases in walking, bicycling, and transit use as viable alternatives are important components of these plans.

## Regional, County, and adjacent Cities Policies and Connections

This Plan is consistent with regional- and county-level plans as well as neighboring cities’ bicycle and pedestrian plans. Pedestrian and bicycle networks were reviewed from local and regional agencies, including the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), East Bay Regional Park District (EBRPD), West Contra Costa County Transportation Advisory Committee (WCCTAC), and cities of



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Richmond and Albany to promote a coordinated regional bicycle system. These plans are described briefly below.

## *Metropolitan Transportation Commission's Policy on Routine Accommodation*

The Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the Bay Area. In 2006, MTC adopted a policy on "Routine Accommodation." The policy states that pedestrian and bicyclist consideration must be integrated into planning, design, and construction of transportation projects that use regional transportation funds. The policy requires sponsors of a project, such as a city or county agency, to complete a project checklist, often referred to as a Complete Street Checklist. The checklist is intended to be completed at the earliest stages of the projects so that considerations for bicyclist and pedestrian accommodation can be made at the inception of the project.

## *Regional Bicycle Plan for the San Francisco Bay Area*

MTC updated the *Regional Bicycle Plan for the San Francisco Bay Area* in 2009. The purpose of the plan is to direct MTC's regional transportation funds for high-priority facilities that serve regional bicycle trips and update the regional bicycle network. The MTC Plan details the length and completion cost of the regional bikeways by county. For Contra Costa County, this includes 138 new miles. The plan estimates the cost to build out the bikeway network in Contra Costa County at \$30 million. The Plan identifies San Pablo Avenue and the BART rail line as segments of the Regional Bicycle Network.

## *Plan Bay Area Regional Transportation Plan*

The Association of Bay Area Governments (ABAG) is the comprehensive regional planning agency and Council of Governments for the nine counties and 101 cities of the San Francisco Bay region. Motivated by the California Sustainable Communities and Climate Protection Act of 2008, ABAG developed Plan Bay Area in July 2013, as regional transportation plan that guides the Bay Area in a long-range plan to significantly reduce greenhouse gases by 2040. The focus of this plan is to devote most (87%) of funding to operate and maintain the existing transportation network, with the remaining budget aimed at next-generation transit projects and other programs that support reducing GHG emissions.

## *BART Bicycle Plan*

The goal of the BART Bicycle Plan (2012) was to attract more bicycle users and fewer cars to the system. The Plan outlines the specific strategies needed to encourage passengers to bike and creates a Bicycle Investment Tool that BART staff and other transit agencies can use to select the most effective improvements. With a singular goal to double the share of BART riders that bike by 2022, the recommended strategies include better cyclist circulation, plentiful bike parking, improved bike access beyond BART; optimized bike accommodations on the train, and more bicycle-supportive policies and programs.

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## *Contra Costa Countywide Bicycle and Pedestrian Plan*

The Contra Costa County Transportation Authority (CCTA) updated the *Contra Costa Countywide Bicycle and Pedestrian Plan* in 2009. The proposed bicycle network includes Class II lanes on San Pablo Avenue in El Cerrito.

## *WCCTAC Transit Enhancement and Wayfinding Plan*

The West Contra Costa County Transportation Authority (WCCTAC) developed the *Transit Enhancement & Wayfinding Plan* in 2011. The purpose of the plan is to generate increased transit ridership by identifying specific strategies that improve access to transit centers and routes. The plan accomplishes this by establishing transit improvement projects and programs in categories such as transit centers, transportation demand management (TDM) strategies, pedestrian and bicycle access improvements to transit centers, and pedestrian and bicycle wayfinding signage to transit centers. Both El Cerrito Del Norte and El Cerrito Plaza BART stations are included as study locations for the plan. The Plan also includes wayfinding design guidelines for various bicycle and pedestrian facility types.

## *East Bay Regional Park District Master Plan*

The 2007 *East Bay Regional Park District Master Plan Map* includes multiple trail alignments through El Cerrito. The plan proposes an extension of the existing Ohlone Greenway south to connect with Berkeley, Emeryville, Oakland, and further south to Union City.

## *Richmond Bicycle Master Plan*

The Richmond Plan (2011) provides a vision for the future of bicycling, shaped by the values of the community and supported by policies included in the General Plan and the Contra Costa Countywide Bicycle and Pedestrian Plan. The Plan focuses on the development of a complete on-street bicycling network, building safe and accessible connections to the Bay Trail and Richmond Greenway, and reducing barriers, such as freeway interchanges and railroad crossings. The network includes local routes on neighborhood streets, as well as important corridors such as Barrett Avenue. It also identifies opportunities for new, secure bicycle parking at key destinations, and provides guidance on programs that educate and encourage bicycling for recreation and everyday use. The plan proposes routes within the City that extend into El Cerrito. Class II routes are proposed for Fairmont Avenue, Moeser Lane, and Cutting Boulevard. Class III routes are proposed for Potrero Avenue, Tehama/Schmidt Lane, Stockton Avenue, and Central Avenue.

## *Albany Active Transportation Plan*

The Albany ATP (2012) plan focuses on addressing the key needs of the City to support their mostly local street network, and improve connectivity and safety. As with El Cerrito, Ohlone Greenway was identified as a key barrier to cycling. Suggested improvements included improving intersection crossings, wayfinding, and general safety along the corridor.



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## Local Policies

### *El Cerrito General Plan (1999)*

The *City of El Cerrito General Plan: Circulation Element* addresses the movement of people and materials by transit, automobiles, trucks, bicycles, and walking within the City and establishes the goals and policies for future transportation needs. The General Plan has four main goals: 1. A transportation systems that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle 2. A land use pattern that encourages walking, bicycling, and public transit use 3. A transportation system that maintains and improves the livability of the City 4. A minimum amount of land use for parking and minimal parking intrusion in neighborhoods.

### *El Cerrito Climate Action Plan (2013)*

The El Cerrito City Council adopted the *El Cerrito Climate Action Plan* in May 2013. The Plan helps to determine the best strategies to reduce locally produced greenhouse gas emissions (GHG) with an adopted target of reducing GHG emissions to 15% below 2005 levels by 2020 and 30% below 2005 levels by 2035.

### *San Pablo Avenue Specific Plan and Complete Streets Plan (2014)*

The idea for this plan was initiated in 2007 and was a shared vision with the City of Richmond for the future of San Pablo Avenue. The goal was to identify improvements for the Plan area and adopt regulations that can be consistently

applied in the Plan area to achieve the vision. A draft Specific Plan was submitted in 2011 and a full Environmental Impact Report (EIR) is now underway.

### *El Cerrito Urban Greening Plan (Draft, 2015)*

El Cerrito was awarded a Proposition 84 Grant to develop an *Urban Greening Plan*. The *Urban Greening Plan* is an effort to enhance the public spaces and open spaces in El Cerrito. The Plan will identify needs, opportunities, and strategies for creating a greener City, such as increasing connectivity and improving existing parks and green spaces.

### *El Cerrito ADA Transition Plan*

The City's *Americans with Disabilities Act (ADA) Transition Plan* was adopted in 2009. The Plan ensures accessibility for individuals with disabilities by examining buildings, parks, and major pedestrian routes and identifying physical barriers. The Plan estimates the cost of mitigating barriers to accessibility, sets priorities, and provides a schedule for eliminating them.

### *El Cerrito Pedestrian Safety Assessment (2009)*

In 2009, through the University of California Berkeley's Technology Transfer Program, the City completed a Pedestrian Safety Assessment focused on the El Cerrito Del Norte and El Cerrito Plaza BART Stations. The PSA included a programs, policies, and practices benchmarking assessment, which documented existing City activities related to walking and proposed areas for further enhancement. The PSA also included concepts and suggestions for

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improvements around the two BART stations based on in-field walking audits at the two locations.

projects identified through the Plan and continues to reference the design guidelines, as needed.

## *El Cerrito Traffic Safety Assessment (2013)*

In 2013, the City completed a Traffic Safety Evaluation through ITS Berkeley's Tech Transfer program. The focus of the evaluation was on traffic safety near Madera Elementary School, including four study areas: Arlington Boulevard at Madera Drive, Madera Drive in front of Madera Elementary School, onsite circulation at Madera Elementary School, and circulation at Devonshire Drive/Brewster Drive/Contra Costa Drive. The evaluation included field observation and suggestions regarding engineering solutions and enforcement near the study area.

## *City of El Cerrito Signage & Wayfinding Program (2008)*

In 2008, the City prepared a Graphics Standard Manual for its Signage and Wayfinding Program. This document provides design standards, such as fonts, color palettes, and design information for a variety of sign types.

## *Ohlone Greenway Master Plan (2009)*

In 2009, the City adopted the Ohlone Greenway Master Plan to define the City's vision of how the Ohlone Greenway will evolve and develop over time, to maximize the public's safety and use. The Plan includes site analysis, a design vision, design guidelines and a list of public improvements to carry forward Greenway improvements. The City has implemented a number of