Appendix D: Active Transportation & Transit

Pedestrian Facilities at Transit Nodes

The two BART stations and the AC Transit Rapid bus services on San Pablo Avenue serve as the major transit nodes in the City.

El Cerrito Del Norte BART Station

The El Cerrito Del Norte BART Station has continuous sidewalks that provide access to and from the BART station and the parking lot, as well as from nearby neighborhoods and retail centers. However, long block sizes and infrequent and inconvenient crosswalks create Last Mile barriers to the BART Station. Pedestrian and bicycle facilities are depicted in Figure D-1A.

There are a few conflict areas within the surrounding pedestrian network. At the northern end of the station, where Cutting Boulevard and Ohlone Greenway intersect, the Ohlone Greenway is offset as it shifts underneath the elevated BART tracks. With the combination of multiple pedestrians, turning vehicles, and cyclists crossing Cutting Boulevard, this area is complex for bicyclists and pedestrians. Similarly, heavy volumes of vehicles turning from Hill Street into the BART parking garage cross two major pedestrian desire lines on the south side of the station area. In the figure, these are marked as conflict zones. Crosswalks are not marked at all signalized approaches in the nearby area, such as Cutting Boulevard and Hill Street/Eastshore Boulevard, limiting pedestrian access and mobility. San Pablo Avenue currently provides a barrier to pedestrian connectivity from areas to the west of the station. The lack of convenient, frequent crossings is an issue.
Appendix D: Active Transportation & Transit

El Cerrito Plaza BART Station

As shown in Figure D-1B, the El Cerrito Plaza BART Station is well-connected both within the station area and in relation to the surrounding street network. Pedestrian facilities are clearly marked and are provided at all station access points, although crosswalks are missing at some of the neighboring intersections, such as Central Avenue and Oak Street.

At the intersection of Fairmount Avenue and the southern station entrance and Richmond Street, the intersection of various pedestrian crosswalks, turning vehicles, and the bicycle path can cause conflicts and creates difficult crossings for pedestrians and bicyclists.

San Pablo Avenue Rapid Bus Route

There is a complete network of sidewalks along the full stretch of San Pablo Avenue from the southern to northern border of the City. Crosswalks are provided at all signalized intersections; though, at some intersections, not all approaches have marked crosswalks. Crosswalk spacing is greater than the ideal 400 feet in most instances along the corridor. Bus stop amenities vary along the route, with some providing benches and shelters. All bus stops have bicycle parking.

Planned and Funded Projects

The City of El Cerrito received funding for bicycle and pedestrian improvements at the Del Norte and Plaza BART Stations through Contra Costa Transportation Authority’s (CCTA’s) OneBayArea Grant (OBAG) program. The grant application proposed several major pedestrian improvements to the Del Norte and Plaza BART stations, as described below.

Del Norte BART Station

At the Del Norte BART Station, there are proposed improvements at the following locations:

Cutting Boulevard will have special pedestrian paving between the station entrance and the Ohlone Greenway. The crosswalks will be enhanced to a double-ladder with bike/pedestrian symbols. The Greenway will be realigned to provide a direct and safe connection across Cutting Boulevard. Landscaping improvements will help guide and protect pedestrians at the crosswalks.

Hill Street will also have special pedestrian pavement with double-ladder crosswalk enhancements. New planters will help guide pedestrians at the crosswalks. A lane will be converted to right-turn only with an added pedestrian bulb-out at the entrance to Safeway to increase pedestrian safety and reduce congestion associated with Safeway’s entrance.

Ohlone Greenway will be widened and realigned at both Cutting Boulevard and Hill Street, and both ends will include enhanced gateways and signage, with a new mini-plaza adjacent to Cutting Boulevard. Ohlone Greenway south of the station area was widened through the BART earthquake retrofit project. Placemaking elements such as landscaping, seating, and lighting will be included along the path, and pedestrian paving will be added at the pedestrian access points to the station.
Plaza BART Station

At the Plaza BART Station, there are proposed improvements to the following streets:

*Central Avenue* will have special pedestrian paving and enhanced crosswalks with a planted bulbout across from the Ohlone Greenway crossing.

*Fairmount Avenue* improvements will also include special pedestrian paving, enhanced crosswalks, and upgraded landscaping.

*Ohlone Greenway* through the station area will be widened and see mainly landscaping improvements, such as new trees, improved seating areas, and stormwater planting. New wayfinding signage and a bike station with bike repair, lockers and shelter is also proposed.
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Figure D-1A

Existing Pedestrian Facilities at El Cerrito Del Norte BART

- Bus Connection
- Crosswalk
- Signalized Intersection
- Ohlone Greenway
- Stop-Controlled Intersection
- Primary Pedestrian Circulation
- Conflict Zone
Figure D-1B

Existing Pedestrian Facilities at El Cerrito Plaza BART
Appendix D: Active Transportation & Transit

Bicycling and Transit

El Cerrito has two BART stations, with the elevated BART track running parallel to San Pablo Avenue. Figure D-2 presents the citywide bicycle network and transit network. The El Cerrito Plaza BART station and del Norte BART station not only provide access to BART, but also serve as transfer hubs for several bus routes. AC Transit, Golden Gate Transit, WestCAT, Vallejo Transit and East Bay Paratransit provide service to Oakland, San Francisco, Marin County, Vallejo, Pinole, Hercules, and other areas of Contra Costa County. AC Transit operates 11 bus routes within the City, including the Rapid route along San Pablo Avenue. The Rapid Bus has elements of Bus Rapid Transit (BRT), including signal priority, new bus shelters, real time traveler information, and low floor vehicles that improve the efficiency and reliability of bus service.

At both BART stations, adequate bicycle racks and lockers are available to those who bike to the station. According to the results of a 2011 study summarized in the BART Bicycle Access Study, 14 percent of the bike racks and lockers were occupied at the del Norte station, and 51 percent were occupied at the Plaza station. The Ohlone Greenway, the City’s only existing Class I facility located beneath the elevated BART tracks, provides direct access for cyclists riding to either BART station. Numerous east-west Class III bicycle routes connect to the San Pablo Avenue Rapid Bus corridor, and bicycle racks are provided at every bus stop.
Figure D-2
Connections to Transit via Bicycle Facilities