

*City of El Cerrito*

## ***Circulation Plan for Bicyclists and Pedestrians***

Adopted by the El Cerrito City Council June 18, 2007



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## Executive Summary

The Circulation Plan for Bicyclists and Pedestrians is part of the City of El Cerrito's vision for a more sustainable, livable and healthy city. By improving transportation for bicyclists, pedestrians, and disabled individuals, the City hopes to enhance the quality of neighborhoods and commercial districts, decrease dependency on the automobile for transportation and thereby reduce air pollution and congestion, promote healthy communities, and provide access for people who are dependent upon alternative modes of transportation. This Plan is a comprehensive and citywide approach that continues efforts by the City to improve accessibility and mobility. The Circulation Plan is a component of implementing General Plan Policies T1.1 (Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes); T.1.3 (Create a complete interconnected bicycle circulation system); and T1.4 (Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City.)

The overall purpose of the Circulation Plan is to:

- Identify and address the transportation needs of El Cerrito residents and visitors while taking into account the diverse population and other social, economic, and environmental factors.
- Outline a comprehensive Circulation Plan that reflects local and regional policies, projects, and priorities.
- Establish short and long term priorities that will guide future investments and improvements for bicyclists, pedestrians, and disabled.

The planning process began by examining El Cerrito within its regional context, in West Contra Costa County and in the Bay Area, and exploring the natural environment, built environment, population characteristics, and economic conditions within the City. Additionally, existing plans, policies, and projects were reviewed in order to understand links between the Circulation Plan and other planning efforts in the City and region. Public participation was a key component of the planning process. During user group meetings, policy maker and staff meetings, and a community workshop, key stakeholders identified and assessed transportation needs and recommended improvements.

During this inclusive planning process, the following goals for the Circulation Plan were developed:

1. Create a comprehensive citywide network of bicycle and ADA accessible pedestrian routes that connect travelers to both local and regional destinations.
2. Promote bicycling and walking as alternative modes of transportation through design, designation, programs, policies, and education.
3. Provide safe and accessible routes to schools, transit stops and stations, and City facilities.
4. Create bicycle and pedestrian facilities that fulfill the needs of both utilitarian and recreational users.
5. Accommodate bicycle and pedestrian access in the design and development of new buildings and facilities.
6. Engage the public in the planning process to address local needs and concerns.

7. Work with City departments, neighboring jurisdictions, and regional organizations to coordinate efforts during the planning and implementation phases of bicycle and pedestrian improvement projects.
8. Establish priorities and identify funding sources for implementing bicycle and pedestrian improvements.

The vision and goals shaped the key outcomes of this Plan, including development of an interconnected bikeway network, accessible pedestrian routes, and supportive facilities for both bicyclists and pedestrians. Designated bikeways include a mix of dedicated bicycle paths, bike lanes, and shared-use bicycle routes to serve the needs of both recreational and experienced cyclists. Pedestrian routes and intersections are identified for accessibility, safety, and other streetscape improvements. Supportive facilities, such as bicycle parking and benches add desired comfort and security for users. In addition to the bicycle and pedestrian networks and facilities, there are specific areas within the City where bicycle and pedestrian activities are concentrated. Activity centers, including commercial districts, schools, and parks are designated as areas for prioritization of improvements.

Design standards and supplemental design guidelines are also included in this plan to ensure consistency, promote safe practices, and address local concerns about the design of bicycle and pedestrian facilities. And, finally, program areas such as discouraging unsafe driving behaviors, working on a Safe Routes to School program, providing bike safety education, and participating in the national Bike to Work Day, are included in the plan to help to inform and educate users, enforce policies, and maintain infrastructure over time.

Implementation of this Circulation Plan will require a continuous commitment over the next 20 years to invest in improvements for bicyclists, pedestrians, and disabled individuals. Given limited resources, elements of the Plan will be prioritized based upon importance of the improvement as a connector between destinations; location in an underserved area or near a park, school or transit stop; relation to other projects; feasibility and cost of implementation; availability of funding sources; and need for improvement based on safety and accessibility concerns. The plan identifies funding sources, including a detailed table of Bicycle Transportation Account state compliance in Appendix H..

Finally, since this plan's inception in 2004, the City has made significant progress in implementing the plan's vision, goals and projects. The Cerrito Creek Greenway and extension of the Ohlone Greenway at Baxter Creek Gateway Park were both completed. An ADA Inventory has been completed and a Transition Plan is underway. The City has secured funding for pedestrian and transit related improvements along San Pablo Avenue. And, the City's upcoming zoning ordinance includes requirements for bicycle parking.

# 1 Introduction

## 1.1 Purpose and Need for the Plan

The City of El Cerrito's Circulation Plan for Bicyclists and Pedestrians is a continuation of the City's efforts to increase accessibility and mobility for residents and visitors.

The purpose of the Plan is to:

- Identify and address the transportation needs of El Cerrito residents and visitors while taking into account the diverse population and other social, economic, and environmental factors.
- Outline a comprehensive circulation plan that reflects local and regional policies, projects, and priorities.
- Establish short and long term priorities that will guide future investments and improvements for bicyclists, pedestrians, and disabled.

The Circulation Plan provides a vision for El Cerrito that includes a safer and more attractive environment for bicyclists, pedestrians, and disabled individuals. Improving alternative modes of transportation will help to foster a more sustainable El Cerrito.

## 1.2 Overview of the City of El Cerrito

### Location

Centrally located along the I-80 corridor in the East Bay region, the City of El Cerrito is a residential community with beautiful bay views, a pleasant climate, and close proximity to regional economic centers. As displayed in **Figure 1**, 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 an unincorporated area of Contra Costa County known as Kensington are east of the City.

The City of Berkeley and the City of Oakland are two regional economic centers located less than ten miles to the south. Additionally, San Francisco is across the Bay and approximately 15 miles southwest of El Cerrito. Many El Cerrito residents regularly travel to these cities for employment, school, shopping, and cultural and civic events.

### Natural Environment

The two distinct topographic regions of El Cerrito are the western flats and the eastern hills. As shown in **Figure 2**, the hills reach an elevation of 900 ft above sea level near the City's eastern limit. There are eight major watersheds that drain from the eastern Berkeley Hills towards the San Francisco Bay. Although many waterways are underground, there are several natural creek channels and daylighted sections of Cerrito

Creek and Baxter Creek. In addition to the creek areas, the City has preserved over 140 acres of park and open space to maintain natural habitats and create recreational opportunities.

Like most cities in the San Francisco Bay Area, El Cerrito is at risk of seismic activity. The Hayward Fault passes through El Cerrito and the San Andreas Fault is approximately eighteen miles west. This raises concerns of slope stability, earthquake ground shaking, fault ground rupture, and liquefaction potential.

**Built Environment**

Once touted as the “City of Homes,” El Cerrito is a predominantly residential community. Since the City’s rapid growth during World War II, the suburban pattern of development has dominated the built form. Additionally, as a result of the dichotomous topographic features, there are two distinct patterns of development. The lower elevations have a grid pattern of development with wide streets, 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 on-street parking or sidewalks.

San Pablo Avenue, which is the City’s primary commercial corridor, is historically an automobile thoroughfare. It was originally part of the last leg of the Lincoln Highway, America’s first transcontinental auto highway. Later, it was designated as U.S. Route 40 and today it serves as a major arterial connector, known as California State Route 123 (from the southern City boundary to Cutting Boulevard). San Pablo Avenue influenced the alignment of a parallel freeway (Interstate 80), which provides direct connection to the Bay Bridge and San Francisco. In addition to San Pablo Avenue, there is commercial development along Fairmount Avenue and Stockton Avenue. **Figure 3** displays the major land uses in El Cerrito.

**Population**

Based on U.S. Census 2000, the City of El Cerrito has a population of 23,171. Since the City of El Cerrito is well developed, the population has remained stable over the past twenty years. Between 1980 and 2000, the City experienced only a 1.9% growth in population. Several racial and ethnic characteristics are listed in **Table 1**.

**Table 1 Racial and Ethnic Demographics**

	<b>Number</b>	<b>Percentage</b>
<b>Total Population</b>	23,171	100.0%
<b>White</b>	13,391	57.8%
<b>Asian</b>	5,649	24.4%
<b>Black</b>	1,978	8.5%
<b>Other*</b>	2,153	9.3%
<b>Hispanic**</b>	1,838	7.9%
<b>Foreign Born</b>	5,904	25.5%

\*Includes residents who identified themselves as American Indian and Alaska Native, Native Hawaiian and other Pacific Islander, some other races, and two or more races.

\*\*Includes residents who identified their origin as Spanish, Latino, or Hispanic.

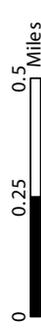
**Source: U.S. Census 2000**

# Figure 1 Regional Location

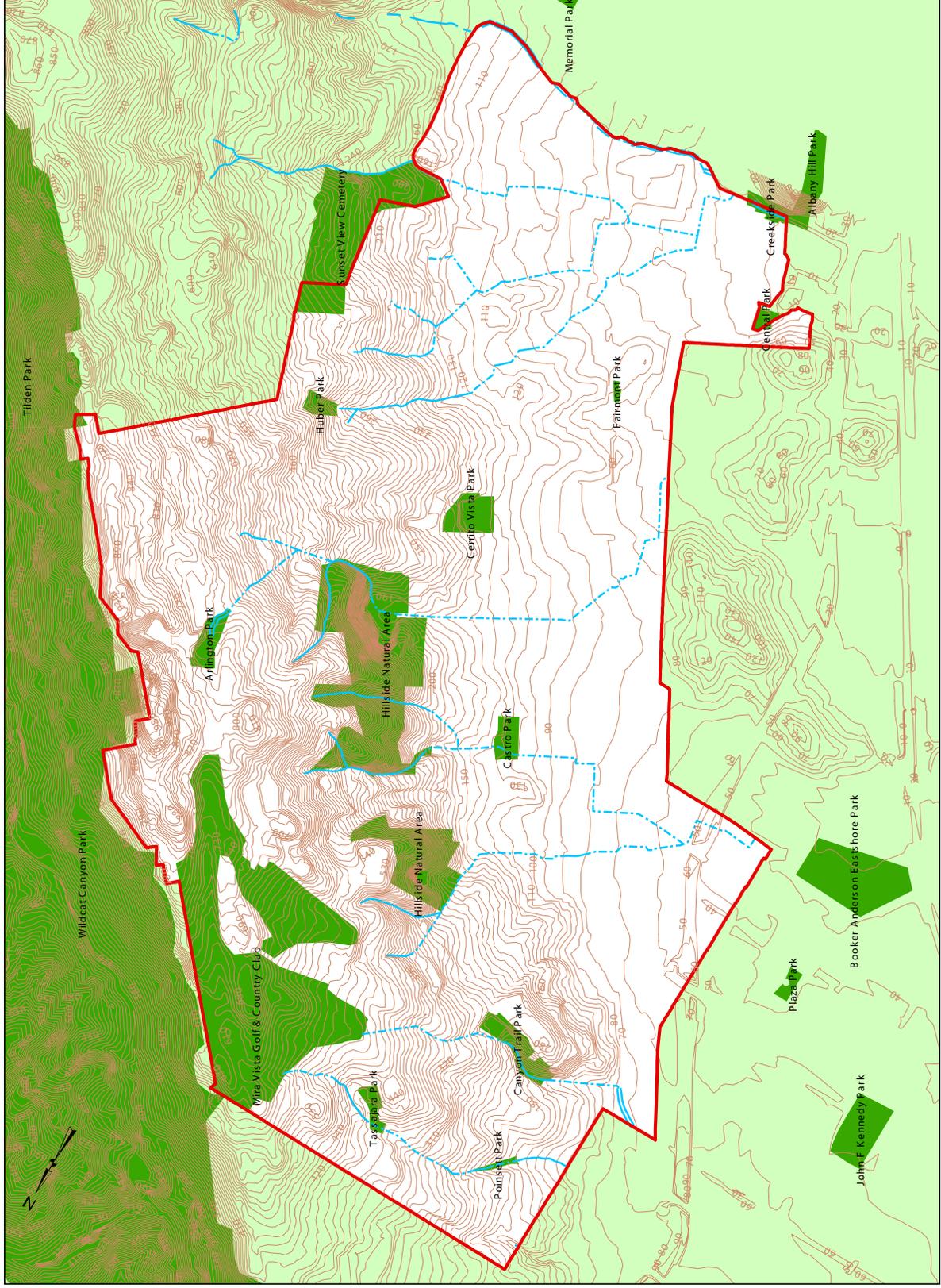


# Figure 2 Natural Environment

- 10 ft Contours
- Creeks and Drainage
  - Natural
  - Concrete
  - Earth (constructed)
- Parks and Open Space



Note: The City of El Cerrito makes no warranty, representation, or guarantee as to the content, sequence, or accuracy, timeliness or completeness of any of the database information provided on the map.



# Figure 3

## Land Use

- Residential Land Use**
- Very Low Density  
(up to 6 units per net acre)
  - Low Density  
(up to 9 units per net acre)
  - Medium Density  
(up to 20 units per net acre)
  - High Density  
(up to 35 units per net acre)

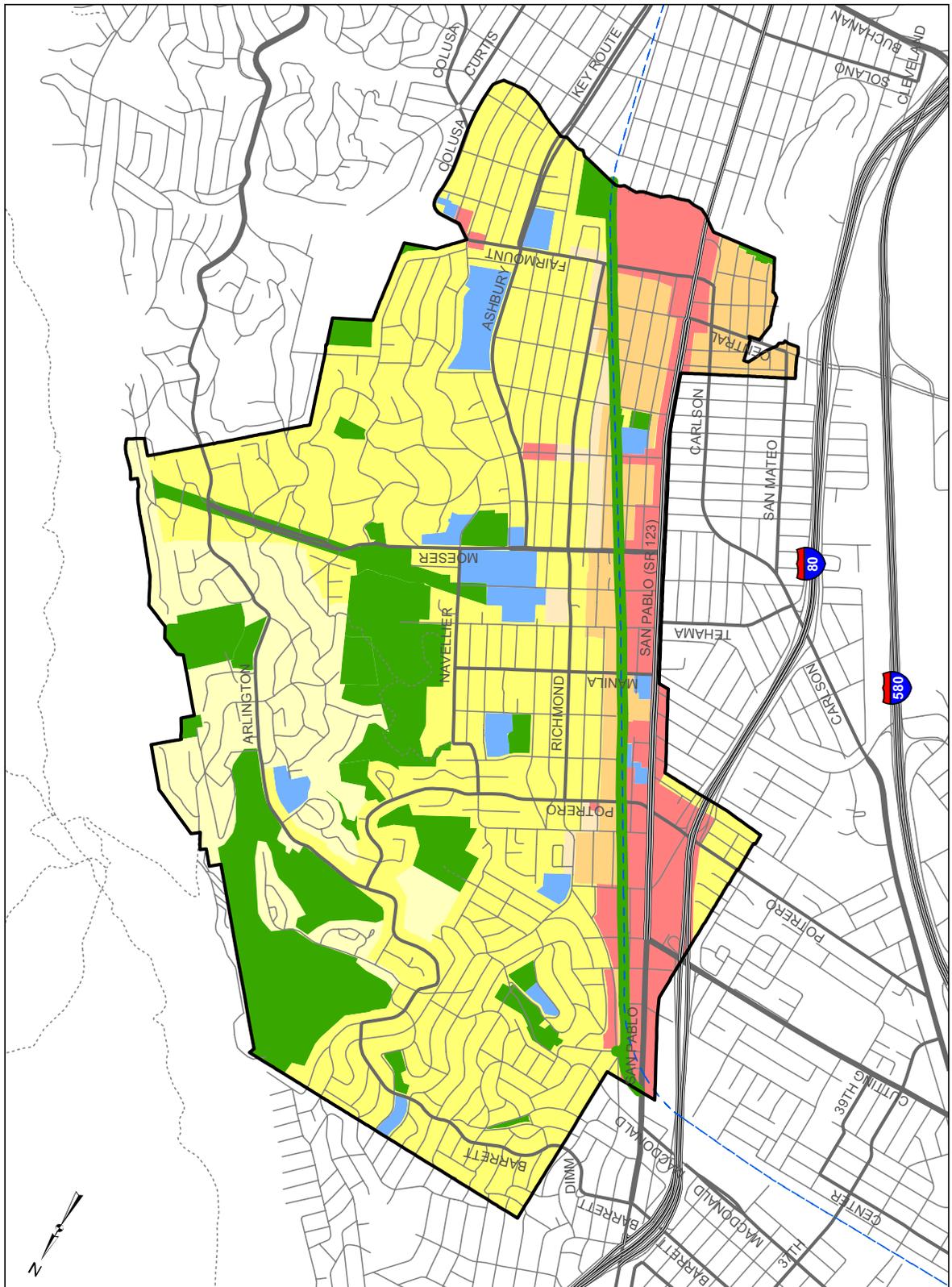
- Other Land Use**
- Commercial/Mixed Use
  - Parks & Open Space
  - Institutional & Utility

## Circulation

- Highway
- Arterial
- Local Street
- Fire Trail
- BART

0 0.25 0.5 Miles

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City of El Cerrito  
Circulation Plan for Bicyclists and Pedestrians

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There is a large elderly population, with 20.4% of the population aged 65 years old or more. This percentage is expected to increase as the baby boom generation reaches retirement age. However, given the close proximity to the University of California, Berkeley and other institutions of higher education, there is also a large number of college and graduate students (10.1%). Additionally, the closer proximity of educational opportunities influences educational attainment among the population. El Cerrito has a highly educated population, with 56% having received a bachelor's degree or higher. This is also reflected in the occupations of residents: 58.2% of the 12,120 employed residents are in management or professional occupations.

There are 10,208 households in the City with an average household size of 2.25. Just over 60% of the households are owner-occupied. However, an increase in the development of multi-family dwelling units has led to decreases in household size and increases in renter-occupied units over the past thirty years. The median household income is \$57,253, which is slightly lower than county and regional averages. The median price of homes in El Cerrito is \$291,300. That is 8% higher than the County median price but 21% lower than the Bay Area regional price. The availability of relatively affordable home ownership attracts many people to live in El Cerrito. Similarly, the median gross rent is \$907, which is 1% higher than the County median and 6% lower than the regional median rent.

### Economy

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 main areas of employment being retail (34%) and services (42%).<sup>1</sup> With a population of over 23,000, the City has financial difficulties in providing public services due to a declining tax revenue basis. This impacts the ability of the City to implement new public improvements without grants or other outside sources of funding. However, the City has a strong economic development program that is working to “create, support and retain a strong and diverse economic base that provides employment opportunities, increases sales tax revenues and provides additional goods and services to the community.”<sup>2</sup> Redevelopment efforts, particularly along San Pablo Avenue, are transforming blighted areas into shopping districts and new mixed-use developments.

## *1.3 Overview of Related Plans, Projects, and Policies*

The City's General Plan (1999) is the most applicable planning and policy document that directly addresses transportation access and mobility concerns within the City of El Cerrito. There are several goals, policy statements, and implementation recommendations that are related to bicycle, pedestrian, and disabled access circulation. (See Appendix A: List of Plans, Projects, and Policies Related to Bicyclists, Pedestrians, and Disabled.) The General Plan recommended the development of a Bicycle Master Plan and Pedestrian Circulation Plan as two implementation measures to achieve the outlined goals and policies. Therefore, this Circulation Plan for Bicyclists and Pedestrians builds upon the foundation established by the General Plan.

The city also developed several site-specific plans and projects with elements closely linked to accessibility needs of bicyclists, pedestrians, and disabled. These projects are either recently completed, under construction, or in the planning phase.

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<sup>1</sup> Based on Projections 2003 Report, Association of Bay Area Governments, June 2003. Number reflects what was estimated for the City of El Cerrito's sphere of influence in 2000.

<sup>2</sup> City of El Cerrito's overall economic development mission.

- Cerrito Creek Bay Trail Connector: *Creation of a mixed use trail and route designation from the Ohlone Greenway to Creekside Park*
- Baxter Creek Gateway: *Extension of the Ohlone Greenway to San Pablo Avenue and creek restoration*
- Fairmount Avenue Streetscape Master Plan: *Streetscape improvements and lane configuration changes from San Pablo Avenue to Ohlone Greenway*
- El Cerrito Plaza BART Station Bike Lockers: *Installation of 48 secure and on-demand bicycle lockers at the BART station*
- Design Guidelines for El Cerrito del Norte Area: *Strategies for land use development and accompanying public infrastructure for the area surrounding the del Norte BART Station*
- Bay Area Air Quality Management District Grant for Improvements on Ohlone Greenway: *Installation of signs, lighting, and bicycle parking along Ohlone Greenway and San Pablo Avenue*
- TETAP Ohlone Parkway Corridor Pedestrian/Bicycle Safety Study: *Report outlining recommended improvements to trail and roadway intersections along the Ohlone Greenway*
- Transportation Fund for Clean Air (TFCA) Ohlone Greenway Concept Plan: *Plan for trail realignment and development of park space along the Greenway*

Additionally, outside organizations and agencies have developed plans and studies to address local accessibility issues in the City. Bay Area Rapid Transit District (BART), which owns and operates two stations in El Cerrito, prepared a Plaza Station Access Plan (2002) and a Comprehensive Station Plan for the del Norte station (2004). Both plans recommend development of a bicycle network with on-street bike lanes and routes for increased station access. Several streetscape improvements, including wayfinding signs, lighting, street trees, and sidewalk repairs are also included in plans for the Plaza and del Norte Stations.

Contra Costa County published a Trail Review Study in 2001 that recommended improvements for the Ohlone Greenway, such as increased signage at crossings, redesign of trail segments at the BART stations, and use of speed tables at crossings.

In addition to the local planning efforts, regional agencies have developed plans with broader perspectives for regional access and connectivity. Contra Costa Transportation Authority (CCTA) adopted a Countywide Bicycle and Pedestrian Plan in 2004. San Pablo Avenue and Carlson Avenue are two proposed county bike routes that are within the City of El Cerrito.

The Metropolitan Transportation Commission (MTC) 2001 Regional Bicycle Plan was based on high priority bicycle projects from county and local plans. It focuses on regional connectivity, as opposed to local access. The existing Ohlone Greenway and proposed bike lanes on San Pablo Avenue are both parts of the Regional Bicycle Network as designated by MTC. In addition, the East Bay Bicycle Coalition published a Bicycle Transportation Map (1996) with recommended regional bicycle routes. In El Cerrito, Arlington Boulevard, Barrett Avenue, Terrace Drive, and a north-south route on Ashbury Avenue and Richmond Street are

recommended routes for “cyclists of average ability.” Also, San Pablo Avenue and Moeser Lane are recommended routes for “experienced cyclists only.”

All of the local and regional plans, policies, and projects were taken into consideration as the City of El Cerrito developed this comprehensive plan.

### *1.4 Public Participation in the Planning Process*

The planning process for the Circulation Plan was a collaborative effort that relied upon the participation of residents, visitors, staff members, and policy makers. During the initial planning phase, seven user group meetings were held in order to inform the public about the Plan, gather information about travel patterns in the City, and receive recommendations for improvements and priorities. The seven groups were identified based on a demographic analysis and the special needs and interests of users. User groups included bicyclists, disabled users, blind and visually impaired individuals, seniors, environmental and recreational interests, western El Cerrito residents, and school safety interests. Appendix B lists the methods of publicity and outreach for the various user group meetings. In total, forty people attended the user group meetings and ten others expressed their ideas through personal emails or conversations with staff members. Notes from each user group meeting are provided in Appendix C. Input gathered from the user groups was synthesized and has strongly informed the plan.

After the user group meetings, elements of the plan were reviewed by both city staff and outside policy makers. During a staff meeting, representatives from the Fire Department, Senior Services, Public Works, and Community Development discussed the proposed routes in the preliminary draft plan and ways to coordinate planning and implementation of improvements throughout the City. Representatives from East Bay Regional Parks, Alameda County Congestion Management Agency, City of Albany, Bay Trail, BART, and Alameda County Transportation Improvement Authority (ACTIA) attended the policy makers meeting. Staff members from regional agencies and neighboring jurisdictions provided feedback on the proposed routes, recommendations for improving regional connection, and coordinating planning and implementation. Notes from staff and policy maker meetings are in Appendix C.

Community wide workshops were held in August 2004 and March 2007. Draft bikeways, pedestrian routes and projects were presented. Participants provided feedback on the proposed routes and recommended improvements by marking on maps. Notes from the community workshops are also included in Appendix C.



**Image 1 Community Workshop Participants**

## 2 Existing Conditions

### 2.1 Demographics

Analyzing the characteristics of El Cerrito residents and households demonstrates the demand for alternative modes of transportation. Additionally, it helps to identify how this Circulation Plan and transportation improvements can support equitable access to transportation infrastructure and services.

**Figures 4 through 7** display spatial distributions of demographic data for El Cerrito residents. By visually analyzing the maps, there are several distinct correlations and trends worth noting.

- Areas with lower household incomes, higher non-White populations, and lower vehicle ownership rates are clustered around the two BART stations and along the San Pablo Avenue corridor. This sector of the population is more dependent on public transit, walking, and biking for travel.
- Areas with middle incomes levels are concentrated in the flatland (east of the San Pablo Avenue corridor) and northern hills. This area corresponds to higher percentages of commuters that drive alone to work. (See *2.4 Current and Projected Demand*) This population is not within easy walking distance of either BART station and could benefit from bicycle and transit connections between the BART stations.
- Areas with higher household incomes, lower non-White population, and higher elderly population are dominant in the eastern hills. As the population continues to age, it is likely that they will face additional physical mobility challenges. Residents of this car dependent area of the city are not well connected to the commercial areas and services in the flatlands.

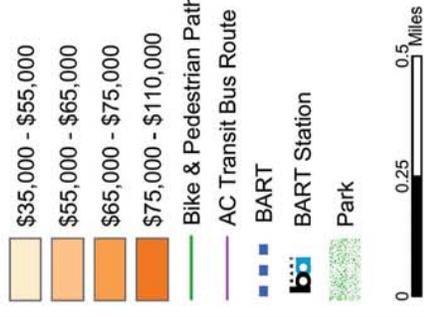
See Appendix D for additional figures with more detailed racial and ethnic spatial distributions.

As a result of these noticeable demographic trends, outreach for public meetings was targeted towards specific populations. Additionally, these relationships have guided the planning process and influenced the designation of routes and other planned improvements.

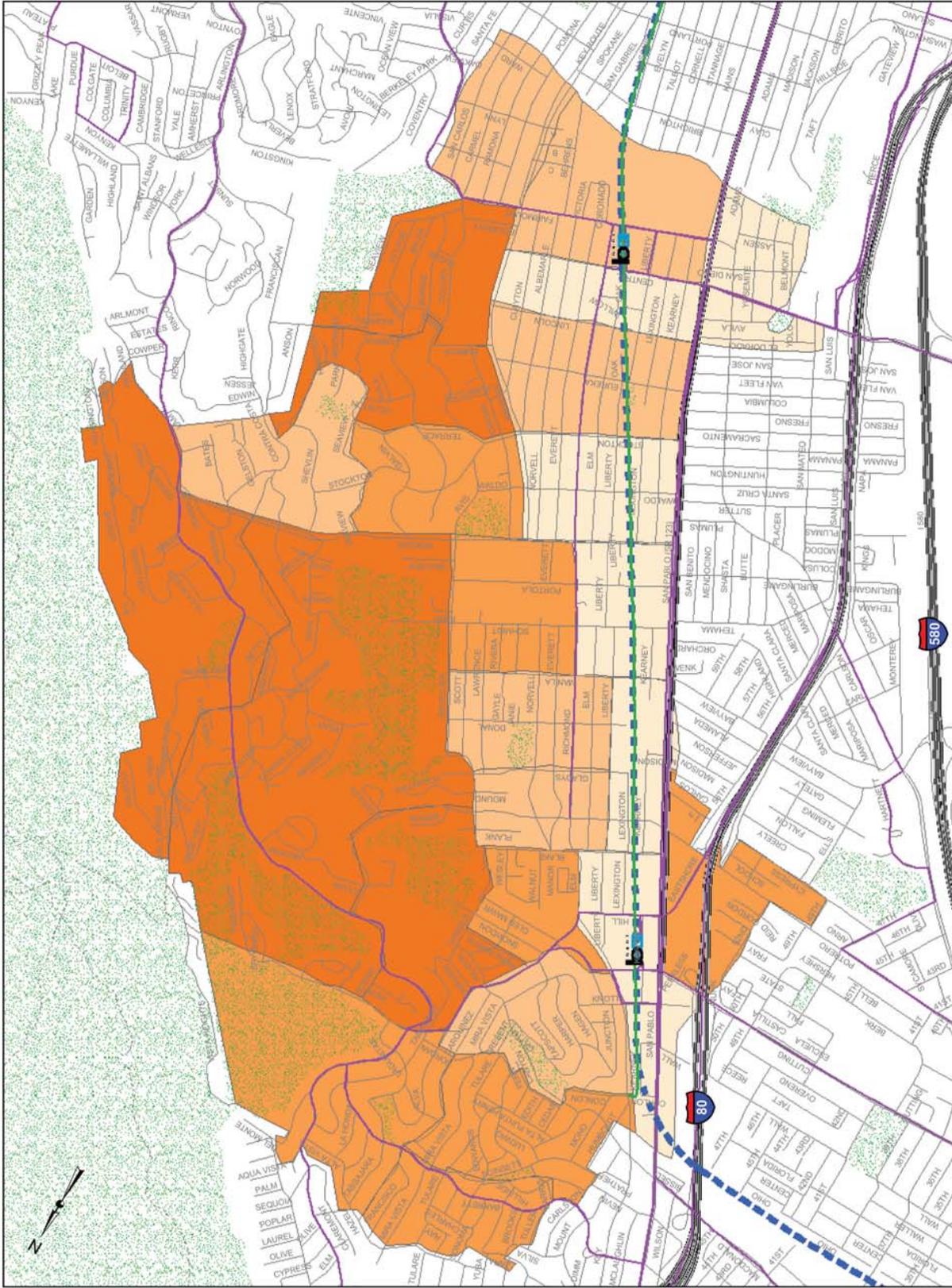
### 2.2 Existing Facilities and Conditions

This Plan is focused on facilities for bicyclists and pedestrians, yet it is also important to recognize the shared use of the street network and the need for multi-modal connections. Existing conditions and facilities for motor vehicles and public transit impact the walking and biking environment on streets, sidewalks, and at intersections. A sustainable transportation network should be designed to accommodate the needs of all users, including bicyclists, pedestrians, transit riders, and motorists. **Figure 8** displays the existing and planned transportation network prior to this Plan.

**Figure 4**  
**Median Household**  
**Income by Census**  
**Block Group**



Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
 Source: US Census 2000



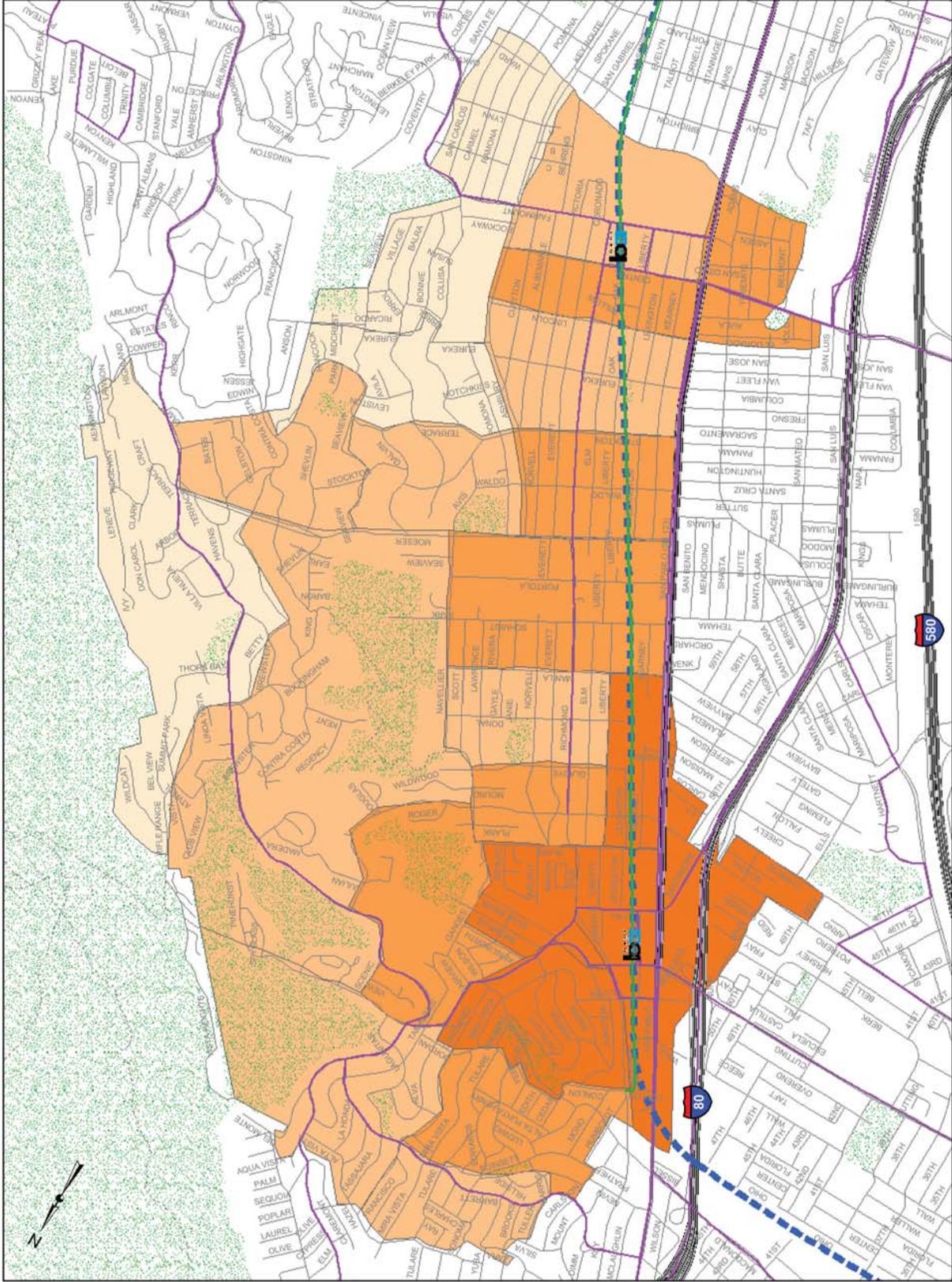
# Figure 5

Percent of Persons Who are Non White by Census Block Group

- 20.1% - 30%
- 30.1% - 40%
- 40.1% - 50%
- 50.1% - 90%
- Bike & Pedestrian Path
- AC Transit Bus Route
- BART
- BART Station
- Park

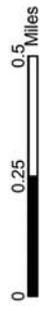


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Source: US Census 2000

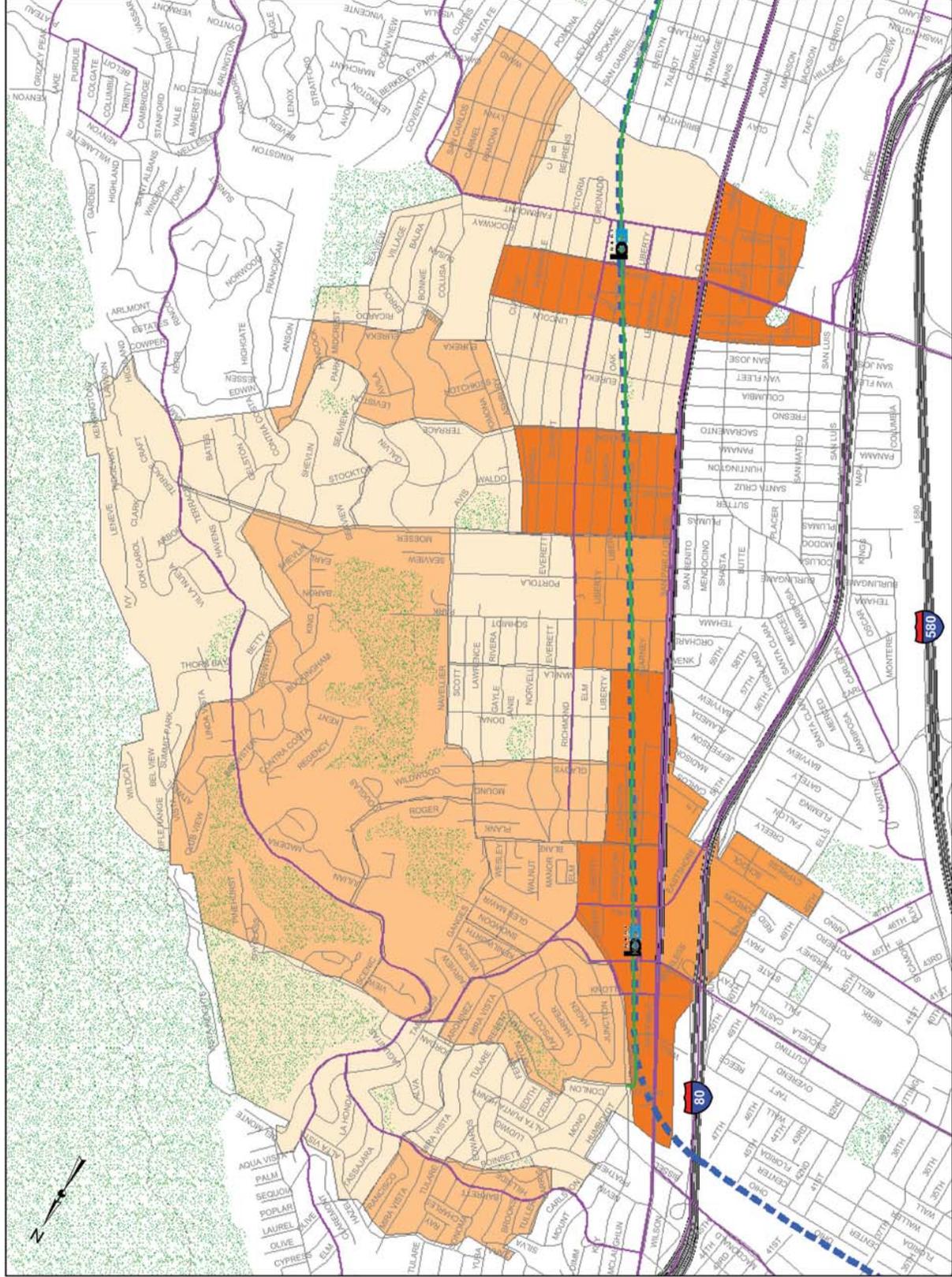


**Figure 6**  
**Percent of Housing Units**  
**With No Vehicle Available**  
**by Census Block Group**

- 0% - 4%
- 4.1% - 8%
- 8.1% - 12%
- 12.1% - 24%
- Bike & Pedestrian Path
- AC Transit Bus Route
- BART
- BART Station
- Park



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 Source: US Census 2000



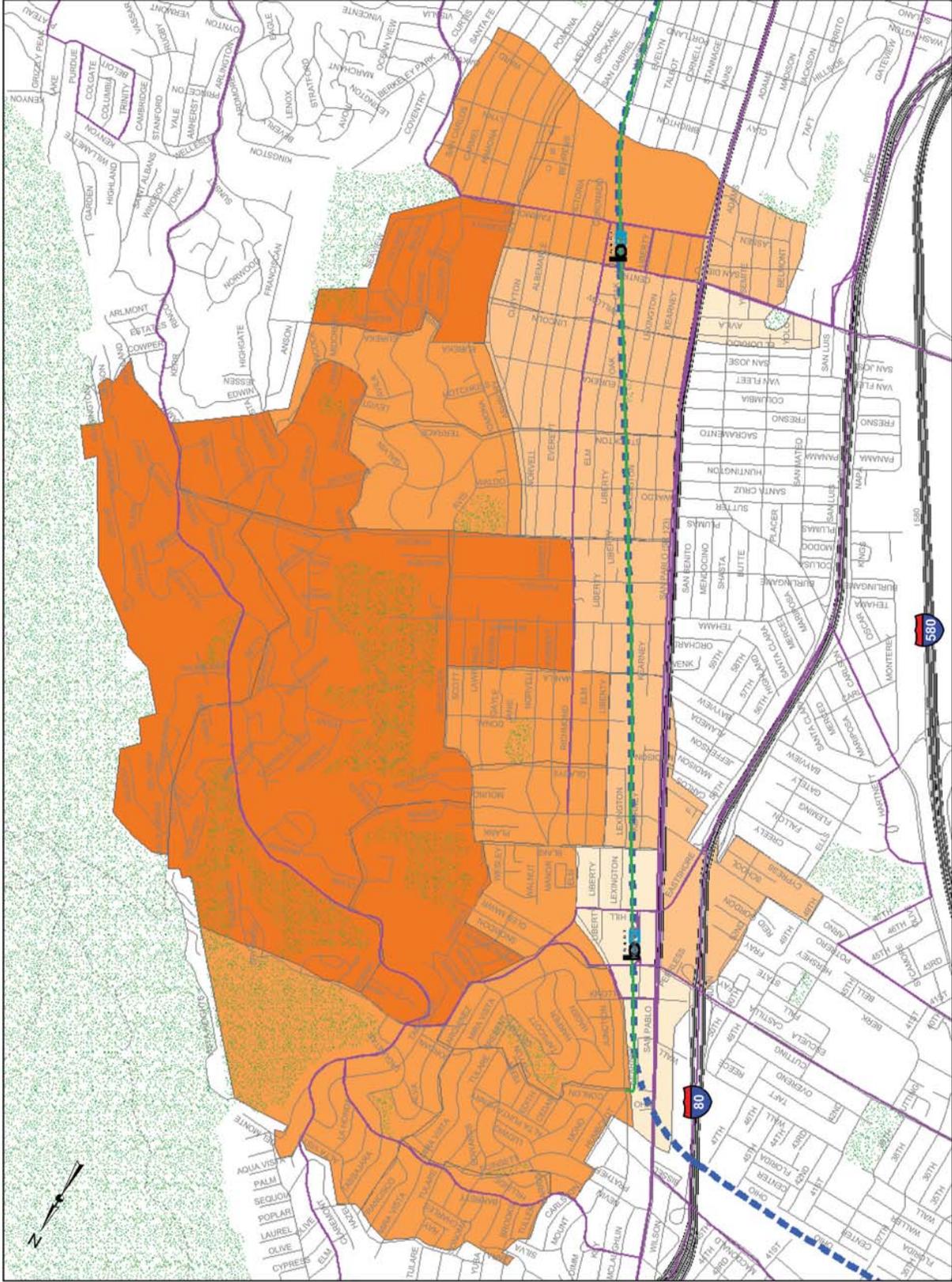
# Figure 7

Percent of Persons Over 50 Years Old by Census Block Group

- 20.1% - 25%
- 25.1% - 35%
- 35.1% - 45%
- 45.1% - 55%
- Bike & Pedestrian Path
- AC Transit Bus Route
- BART
- BART Station
- Park



Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
Source: US Census 2000



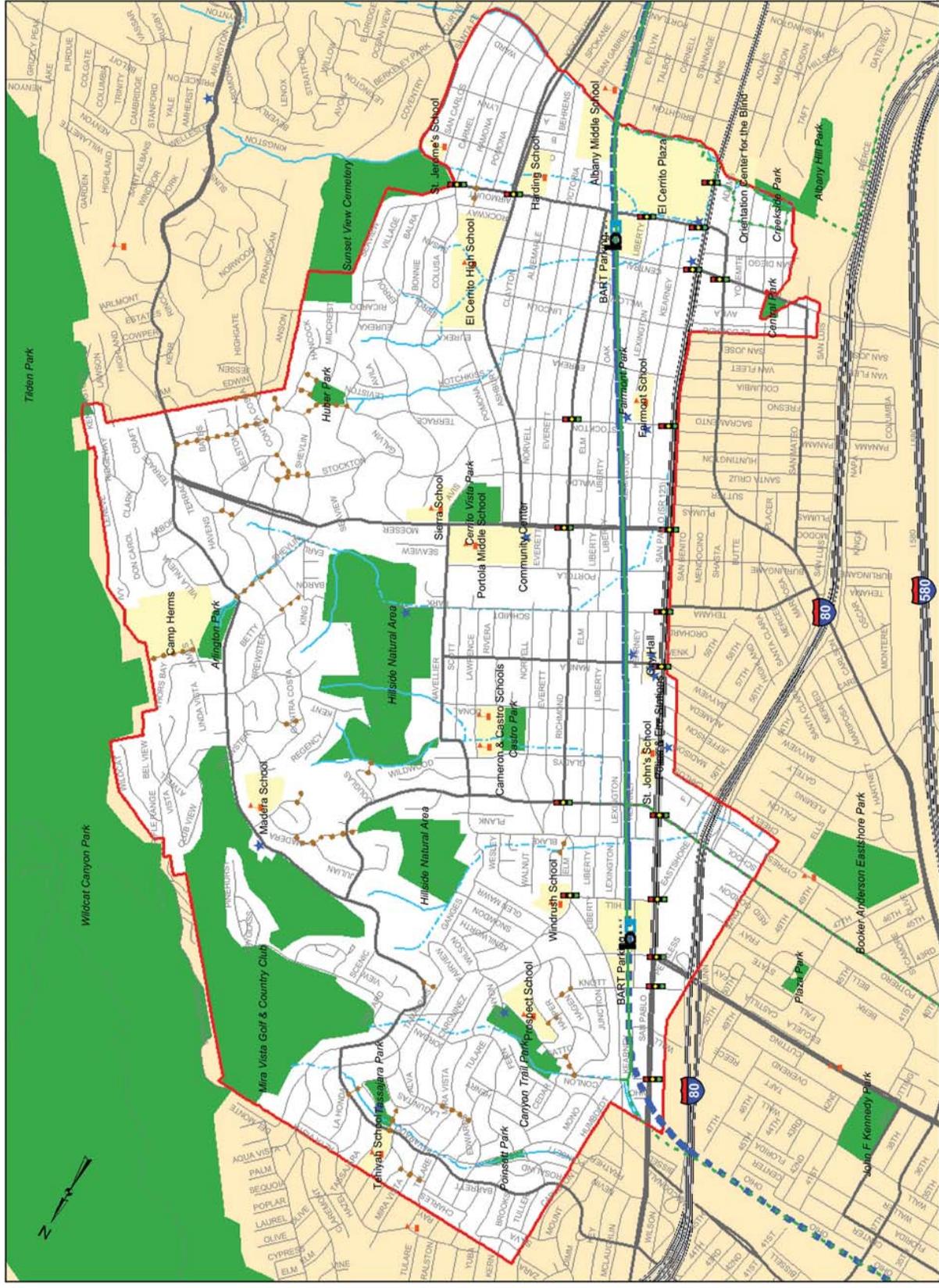
# Figure 8

## Existing and Planned Transportation System

- Signalized Intersection
- Civic Building
- School (K-12)
- Highway
- Arterial
- Local Street
- Fire Trail
- BART
- BART Station
- Bike & Pedestrian Path Existing
- Bike & Pedestrian Path Planned
- Hillside Path/Stairway
- Maintained
- Unmaintained
- Creeks and Drainage
- Natural
- Concrete
- Earth (constructed)



Note: The City of El Cerrito makes no warranty, representation, or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.



# Figure 9

## Key Destinations

1	Poinsett Park
2	Tehiyah School
3	Tasajara Park
4	Mira Vista Country Club
5	Madera School
6	Canyon Trail Park
7	Prospect School
8	Del Norte BART
9	Windrush School
10	San Pablo Ave. Post Office
11	St. John's School
12	Castro Park
13	Cameron School
14	Castro School
15	Police Department
16	City Hall
17	DMV
18	Hillside Natural Area
19	Recycling Center
20	Longs Drug
21	5 a/way
22	Community Center
23	Contra Costa Civic Theater
24	Parola Middle School
25	Cerrito Vista Park
26	Arlington Park
27	Bank of America
28	Bank of America
29	Bank of America
30	Bank of America
31	Open House Senior Center
32	El Cerrito Library
33	Fairmont School
34	Huber Park
35	Pacific East Mall
36	Creekside Park
37	Cerrito Theater
38	ACE Hardware
39	Mechanics Bank
40	Washington Mutual Bank
41	Fairmont Ave. Post Office
42	El Cerrito Plaza
43	Plaza BART
44	Albany Unified School
45	Harding School
46	St. Jerome's School
47	El Cerrito High School
48	Fat Apples Restaurant



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City of El Cerrito  
Circulation Plan for Bicyclists and Pedestrians



## **Street Infrastructure**

El Cerrito's street network includes major arterials, collector, and local streets. The western flatlands of the city have a grid network while the streets in the eastern hills follow the natural contours of the land and are more curvilinear. Typical local streets are about 45 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.

Given the close proximity to both I-80 and I-580, regional traffic congestion has a spillover effect on El Cerrito's local streets. This is especially an issue for major and minor arterials, such as San Pablo Avenue, Arlington Boulevard, Central Avenue, Potrero Avenue, and Cutting Boulevard. A freeway backup or accident will cause motorists to select alternative routes that usually include local City streets. As a result, speeding and cut through traffic is a problem within the city.

## **Transit Infrastructure**

El Cerrito has two BART stations, with the elevated BART track running parallel to San Pablo Avenue. 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 eleven 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.

## **Bicycle and Pedestrian Infrastructure**

The Ohlone Greenway, which is located beneath the elevated BART tracks, is the only existing designated bicycle and pedestrian (Class I) facility in El Cerrito. It is used for both recreational and utilitarian trips. An extension of the Ohlone Greenway, known as the Baxter Creek Gateway Restoration, was completed in Summer 2006. This project at the City's northern gateway will extend the mixed use path from its current terminus at Conlon Avenue north to San Pablo Avenue. Related to the Baxter Creek project is the City of Richmond's Richmond Greenway project. This mixed use path will connect the Ohlone Greenway to the Bay Trail. Phases I and II are currently in the final planning phases. Phase III will be a trail alignment through the I-80 underpass and somehow across a piece of privately owned land on to San Pablo Avenue where a mid-block crossing will be provided to connect to the Baxter Creek Gateway alignment. The BART ROW may be used as well. An interim alignment currently includes a designated bicycle route (Class III) on Potrero Avenue in El Cerrito from the western city limit to the Ohlone Greenway.

Another mixed use trail project partially constructed in early 2005 was the Cerrito Creek Greenway at the City's southern boundary. This Bay Trail connector segment is a joint effort between the City of El Cerrito, City of Albany, and City of Richmond. The interim alignment includes a predominantly on-street bicycle facility from the Ohlone Greenway to Creekside Park, through El Cerrito Plaza and along Carlson Boulevard, Lassen Street and Belmont Avenue. Pedestrian access will be provided on a pathway and sidewalks along Cerrito Creek from the Ohlone Greenway to Creekside Park. At the park, it will connect through one property in Richmond to the City of Albany's section of the Greenway and lead to the Bay Trail at Buchanan Street. A segment along and crossing San Pablo Avenue is planned to be improved, pending Caltrans permitting and final design and construction.

There are other pedestrian paths and fire trails through park areas, including the Hillside Natural Areas, Canyon Trail Park, and Huber Park. Additionally, the City owns right of way for over twenty-five hillside paths or stairways but now maintains only seven of the paths.

Recently, there were two major installations of bicycle parking facilities in El Cerrito. In 1999, as part of the Bay Area Air Quality Management District Grant for Improvements, there were fourteen bicycle racks installed at common retail and service destinations along San Pablo Avenue. In 2004, 48 on-demand secure bicycle lockers and 24 racks were installed at the Plaza BART station. Of the 28 lockers at the del Norte Station, 89% are currently reserved. **Table 2** displays the total number of bicycle racks and lockers at BART stations and civic locations.

**Table 2 Existing Bicycle Parking at Transit Stations and Civic Locations**

	Racks	Lockers
<b>Plaza BART Station</b>	148	77
<b>del Norte BART Station</b>	128	28
<b>City Hall</b>	5	1
<b>Community Center</b>	4	0



**Image 3 On Demand Bicycle Lockers at El Cerrito Plaza BART Station**



**Image 2 New Bicycle Racks at the Community Center and Canyon Trail Clubhouse**

## 2.3 Key Destinations

Participants in the planning process identified key destinations within El Cerrito for bicycling and walking trips. **Figure 9** displays these major destinations. This indicates a variety of trip purposes for non-motorized trips, including shopping, recreation, connecting to transit, and personal business or errands. Additionally, as the map shows, many of the destinations are clustered within certain areas of the city. These are locations where one would expect high levels of pedestrian and cycling activity.

## 2.4 Current and Projected Demand

In order to plan for improvements and new facilities for walking and biking, it is necessary to determine the current demand and estimate the future demand. One indicator of current demand is the mode share for commute trips. **Table 3** displays data for the transportation mode to work of El Cerrito residents.

**Table 3 Mode of Travel to Work**

	El Cerrito		Contra Costa County		Bay Area	
<b>Workers 16 years and over</b>	<b>11,867</b>	<b>100.0%</b>	<b>442,008</b>	<b>100.0%</b>	<b>3,306,051</b>	<b>100.0%</b>
<b>Car, truck, or van</b>	<b>8,230</b>	<b>69.4%</b>	<b>370,055</b>	<b>83.7%</b>	<b>2,674,595</b>	<b>80.9%</b>
Drove alone	6,884	58.0%	310,286	70.2%	2,248,095	68.0%
Carpooled	1,346	11.3%	59,769	13.5%	426,500	12.9%
<b>Public Transit</b>	<b>2,428</b>	<b>20.5%</b>	<b>39,652</b>	<b>9.0%</b>	<b>321,053</b>	<b>9.7%</b>
Bus or Streetcar	478	4.0%	8,513	1.9%	193,173	5.8%
Subway or elevated	1,882	15.9%	27,952	6.3%	98,717	3.0%
Railroad	68	0.6%	2,678	0.6%	20,087	0.6%
Ferryboat	0	0.0%	115	0.0%	5,772	0.2%
Taxicab	0	0.0%	394	0.1%	3,304	0.1%
<b>Bicycle</b>	<b>219</b>	<b>1.8%</b>	<b>2,085</b>	<b>0.5%</b>	<b>36,003</b>	<b>1.1%</b>
<b>Walk</b>	<b>183</b>	<b>1.5%</b>	<b>6,631</b>	<b>1.5%</b>	<b>106,063</b>	<b>3.2%</b>
<b>Other</b>	<b>182</b>	<b>1.5%</b>	<b>4,609</b>	<b>1.0%</b>	<b>35,602</b>	<b>1.1%</b>
<b>Work at home</b>	<b>625</b>	<b>5.3%</b>	<b>18,976</b>	<b>4.3%</b>	<b>132,735</b>	<b>4.0%</b>

Source: U.S. Census 2000

For over 400 El Cerrito employed residents (51.2% of residents are employed), biking or walking is their primary mode from home to work. Additionally, over 2,400 or 20.5% of employed residents take public transit and many access the station by walking or biking. However, the overall statistics do not display the factors that influence mode choice or the correlations to demographic data. Geographic representations of mode choice for each block group are displayed in **Figures 10 to 13**.

As displayed in Figure 10, the eastern hills have higher percentages of employed residents that drive alone, likely due to the poor access to public transit, steep slopes and circuitous street networks that impede bicycling and walking, as well as higher incomes that support car ownership and a larger elderly population. Transit riders, shown in Figure 11, are clustered around the two BART stations and along San Pablo Avenue. These areas have more frequent and reliable transit service and provide access to major employment centers in the Bay Area. Additionally, these areas correspond to a higher percentage of low-income households and transit dependency. Figure 12 shows a concentration of bicycle commuters in the southern portion of the City, close to the City of Albany border. The City of Berkeley, which has between 70,000 and 77,000 jobs, is approximately 3.5 miles from the southern area of El Cerrito.<sup>3</sup> This distance equates to a 15 to 20 minute bike ride that is only slightly inclined. Therefore, biking to work is an attractive choice for residents that live in the southern half of the City and work in Albany, Berkeley, and possibly Oakland. Finally, those that walk to work live in the western flats, where there is a well-developed street and sidewalk grid to connect homes and employment locations. As shown in Figure 13, there are particularly high percentage of commuters who walk in the center of the City, near City Hall, Police Station, Department of Motor Vehicles, and other government services. The geographic distribution of mode to work data can help to identify where demand for bicycle and pedestrian improvements are needed. Areas with higher demand may warrant improvements to create safe and attractive environments for cyclists and pedestrians. Alternatively, areas that exhibit lower demand may indicate the need to provide facilities and improve conditions in order to promote bicycling and walking.

Although the Census datum indicates commute travel choices, it does not include multi-modal trips, school trips, and non-work trips (both utilitarian and recreational). Additionally, it does not capture trips to El Cerrito by non-residents. Therefore, analyzing other sources and combining data provides a more accurate measure of the current demand.

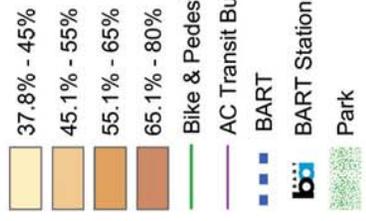
Many work and non-work trips are multi-modal, especially those that involve public transportation. El Cerrito has the third highest percentage of transit commute share in the Bay Area, with 20.46% of employed residents riding public transit. **Table 4** provides mode access information of BART riders for the two El Cerrito stations and comparisons to system wide averages.

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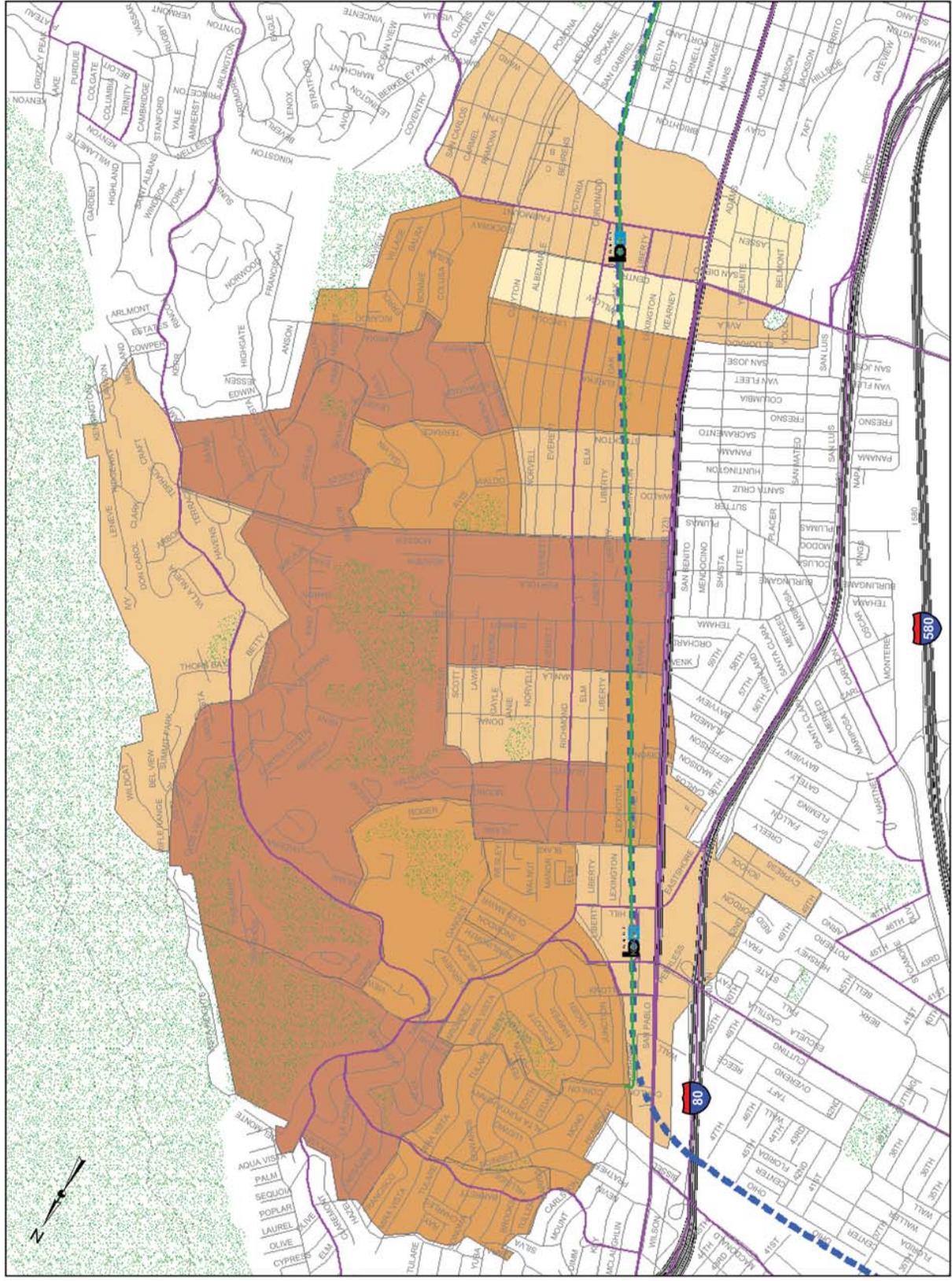
<sup>3</sup> City of Berkeley, General Plan Land Use Element, 2001.

# Figure 10

**Percent of Employed Residents Who Drive Alone to Work by Census Block Group**

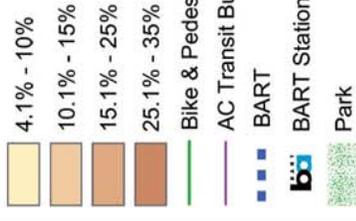


Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
Source: US Census 2000

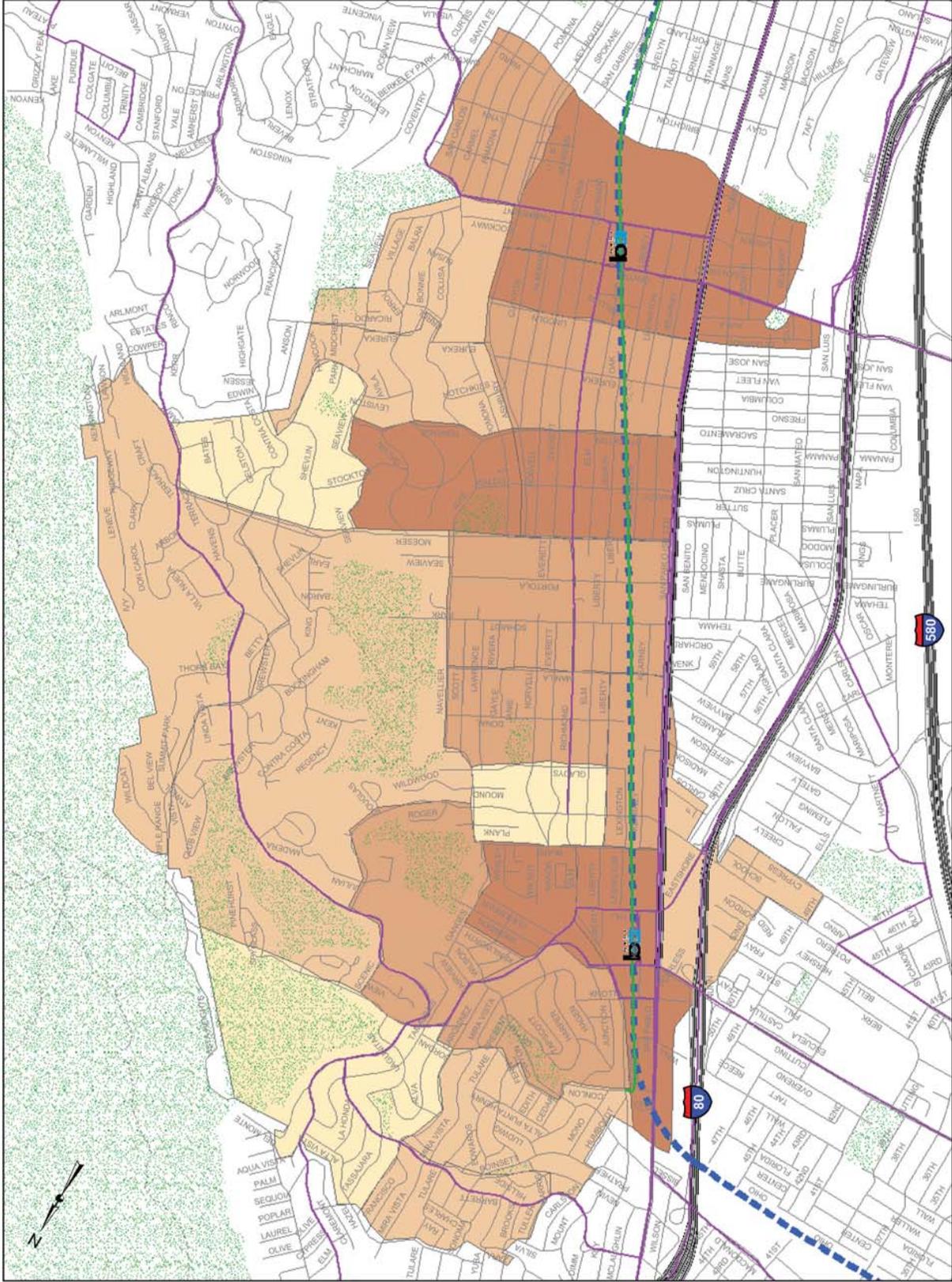


# Figure 11

## Percent of Employed Residents Who Commute by Transit by Census Block Group

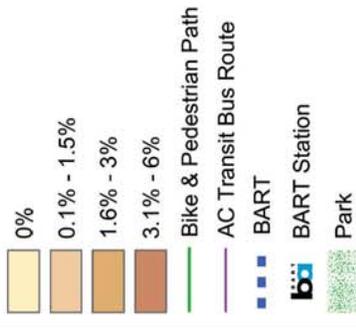


Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
Source: US Census 2000

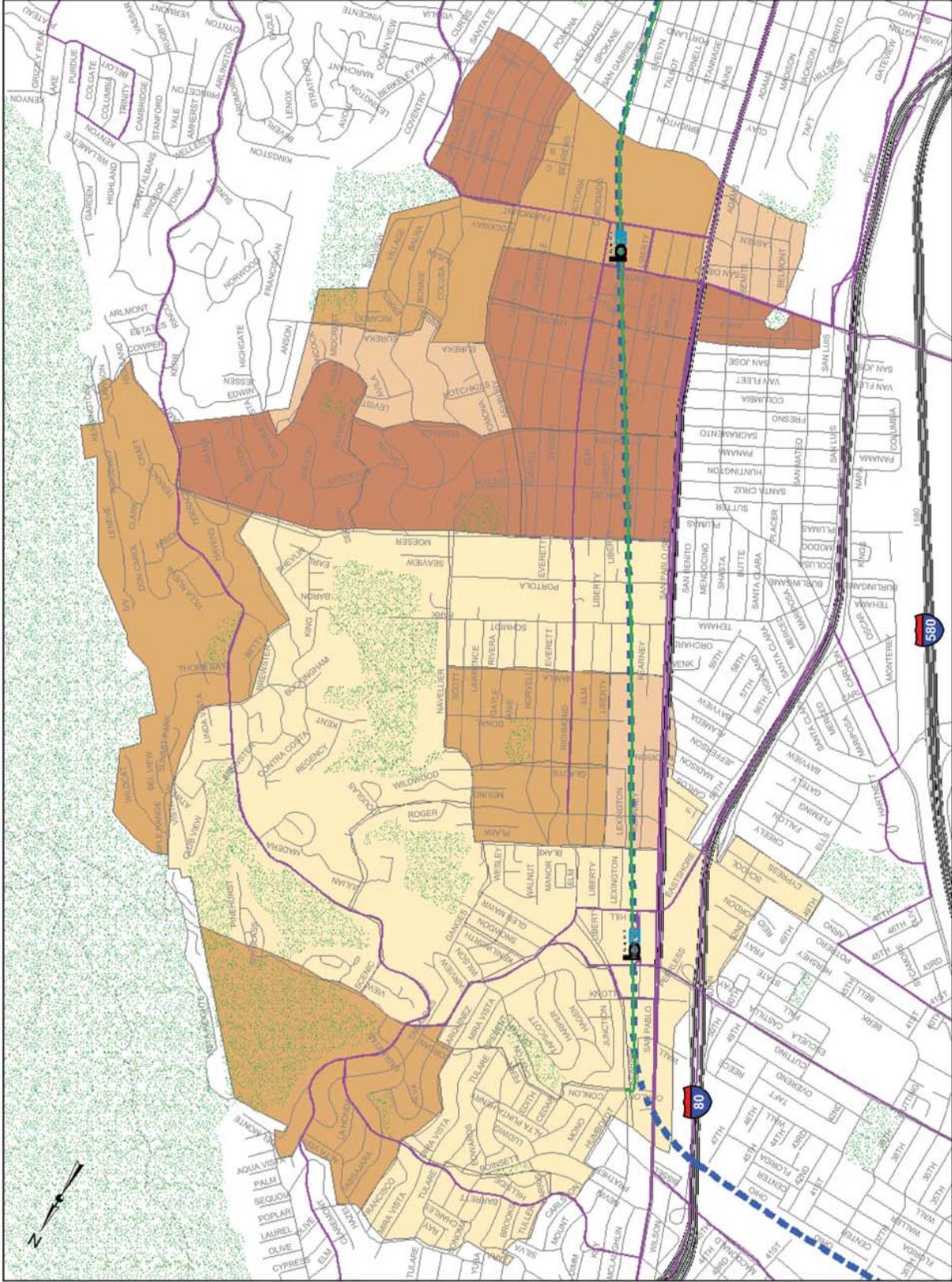


# Figure 12

**Percent of Employed Residents Who Bicycle to Work by Census Block Group**

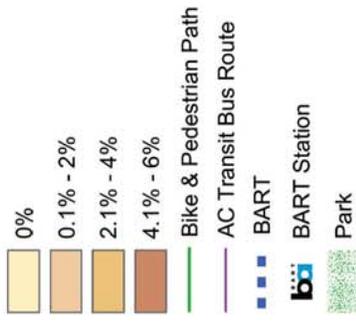


Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
Source: US Census 2000

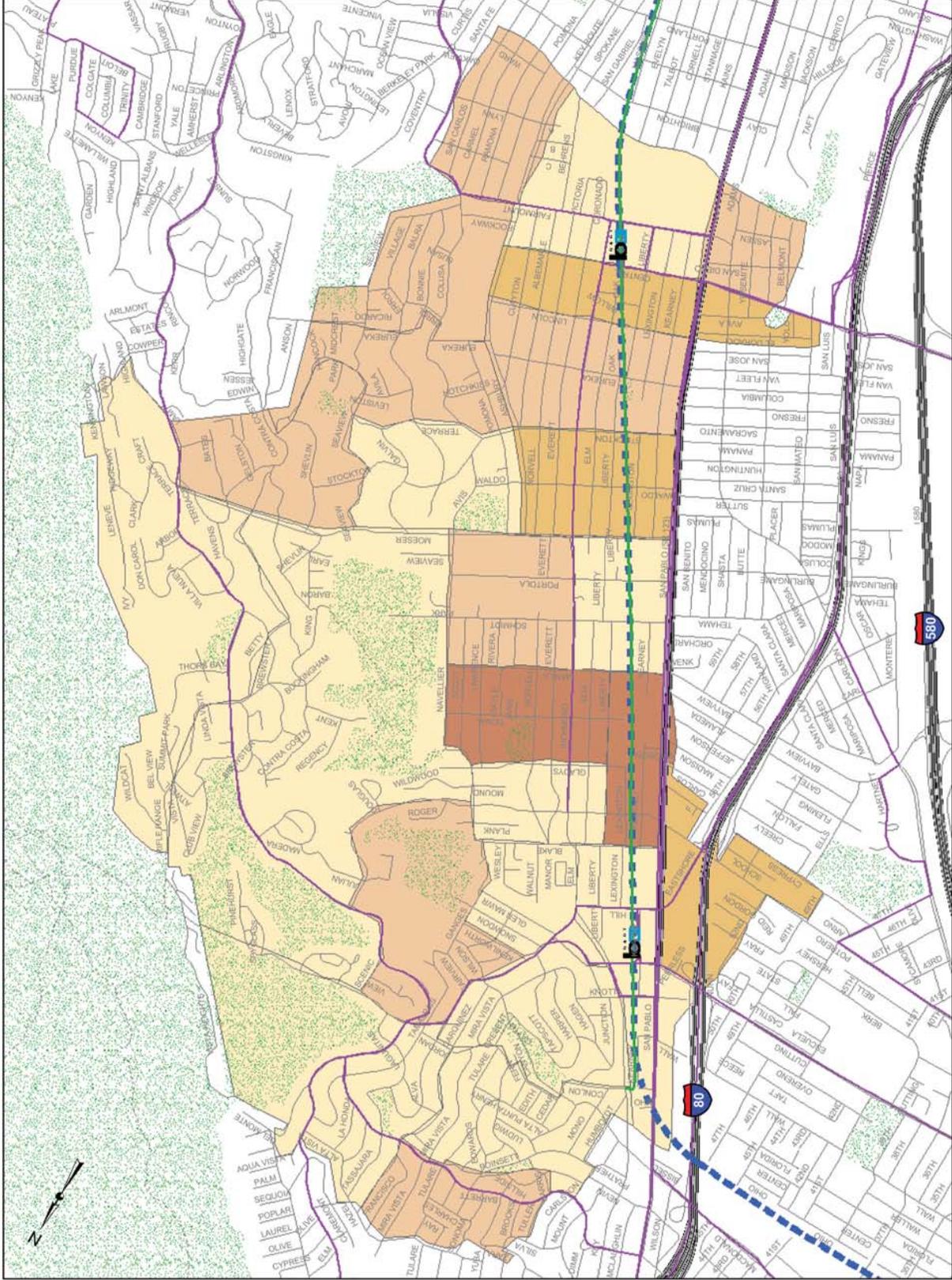


# Figure 13

## Percent of Employed Residents Who Walk to Work by Census Block Group



Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
Source: US Census 2000



**Table 4 BART Station Access Mode Split**

Mode	El Cerrito Plaza*	El Cerrito del Norte	System Wide
Walk	33%	9%	23%
Bike	4%	1%	2%
Transit	5%	26%	21%
Carpool	6%	7%	11%
Drop-off	6%	10%	5%
Drive Alone	52%	47%	38%

\*Percentages do not add to 100% due to survey questions and responses; Source: 1998 Customer Profile Survey of AM and PM BART Trips

A majority of Plaza station patrons live locally in El Cerrito, Albany, or Richmond. Although 37% of riders walk or bike, over half drive alone to the station. The del Norte Station has only 10% of riders accessing the station by walking or biking. Since del Norte has convenient freeway access from I-80 and I-580, over 62% of riders live outside of El Cerrito and Richmond and 64% access the station by vehicle.

Detailed data are not available to indicate the number of people that walk or bike to bus stops, including the stops at BART station. However, AC Transit estimates that 90% walk and 2% bicycle to their bus stops.<sup>4</sup> Applying those percentages to the US Census data on employed El Cerrito residents, 430 people walk and 10 people bike to bus stops for their daily commute.

Since 10.1% of El Cerrito residents are students at college or graduate school level, traveling to school is a major trip purpose. Of the higher education students, 27% attend the University of California, Berkeley, which is located between three and six miles from residences within El Cerrito. Of the 107 El Cerrito student residents questioned for the UC Berkeley Fall 2000 Student Housing and Transportation Survey, 7.5% selected bicycle as their primary mode of transportation to campus. Based on survey and enrollment data, an estimated 47 UC Berkeley students bike from El Cerrito to Berkeley's campus on a regular basis. This does not include students who bike to other higher education institutions, high schools, or elementary schools in the Bay Area. **Table 5** provides a summary of the existing demand based on the data that are available. An estimated 556 El Cerrito residents bike to work or school on a regular basis.

**Table 5 Estimated Existing Daily Bicycle Demand for Work and School Trips**

Trip Purpose	Existing Demand	Source
Bicycle - Work	219	Based on US Census 2000
Bicycle - Transit - Work	230	Based on US Census 2000, 2004 BART ridership levels, and BART and AC Transit access percentages
Bicycle - School (Elementary and High School)	60	Based on 3% of school aged children biking to school
Bicycle - School (Higher Education)	47	Based on UC Berkeley enrollment and survey data
<b>Total</b>	<b>556</b>	

<sup>4</sup> Excludes trips where passengers transferred from another transit line. Based AC Transit Ridership Survey results.

In addition to overall demand, specific areas and routes are utilized more frequently for bike and walk trips. Several recent city projects have included counts to predict or measure potential impacts on the number of bicyclists and pedestrians. As part of the BAAQMD Ohlone Greenway Improvements Project in 1998-1999, bicycle and pedestrian counts were conducted before and after the installation of the signs and overhead lighting. Although the number of users varies based on time of day, weather, and other factors, there were an average of 26 bicyclists and 32 pedestrians per hour on the Ohlone Greenway at the intersection with Moeser Lane. For the Fairmount Avenue Streetscape Improvements Project, bicycle and pedestrian activity was monitored at the south side of the BART station access and Fairmount Avenue in August 2003. The activity was highest during the evening peak period (4pm to 6pm) when 81 cyclists and 253 pedestrians were counted. Finally, pedestrian counts at San Pablo Avenue intersections were completed as part of a traffic analysis project. Cutting Boulevard and Fairmount Avenue had the highest pedestrians volumes, averaging between 90 and 140 pedestrians/hour during the peak period. Appendix E provides detailed count reports for all three projects.

Traffic accident data can also provide an insight into the demand for improvements since accidents are likely to occur in areas with high bicycle or pedestrian activity or unsafe conditions. Based on Statewide Integrated Traffic Records System (SWITRS) data, 61 pedestrians and 57 bicyclists were involved in vehicular collisions in El Cerrito between 1998 and 2001. The streets with the highest pedestrian collisions in descending order are San Pablo Avenue, Fairmount Avenue, and Cutting Boulevard. Streets with the highest number of bicycle collisions in descending order are San Pablo Avenue, Potrero Avenue, and Ashbury Avenue. About 25% to 30% of the bicycle collisions occurred near one of the two BART stations, making stations areas a priority for bicycle and pedestrian improvements.

The demand for accessible pedestrian facilities is also influenced by the needs of disabled residents. In El Cerrito, 3,746 people or 16.9% of the population report having one or more disabilities. Of those individuals that reported one disability, 28.4% have a physical disability and over 15.6% have a sensory disability. These are the two types of disabilities that most directly influence one's mobility. Accessible facilities are critical for the disabled population's mobility.

Similar to the multitude of indicators for the current demand for bicycle and pedestrian facilities, there are many methods for estimating future demand. Predicting demand requires forecasting exogenous factors that influence the number of potential cyclists and pedestrians. Below is a list of future trends that will influence the demand for bicycle and pedestrian facilities over the next 25 years.

- **Population:** The Association of Bay Area Governments (ABAG) projects a population growth of 4.8% for the City of El Cerrito's sphere of influence between 2005 and 2030.<sup>5</sup> Specifically, housing units are being planned and developed, primarily along the San Pablo Avenue. This will increase future demand for transportation services, particularly along this corridor.
- **Jobs:** ABAG projects a 28.4% increase in the number of jobs available in the City of El Cerrito.
- **Transit ridership:** BART projects a 22% increase in ridership at the del Norte station and an 18% increase at the Plaza station between 2004 and 2014.

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<sup>5</sup> Based on Projections 2003 Report, Association of Bay Area Governments, June 2003.

Additionally, the implementation of this Plan will improve bicycle and pedestrian facilities which can encourage more biking and walking. Based on research, before-and-after studies for other jurisdictions and general trends, it is estimated that bicycle demand may double over the next 25 years.<sup>6,7</sup> In particular, the number of commuters that bicycle to work has a great potential to increase. Based on US Census data, 935 residents (or 7.8% of El Cerrito employed residents) travel 9 minutes or less to work. A 9-minute commute by vehicle (averaging 40mph) translates to an approximately 30 minute bicycle ride. Travel time budget theory suggests that thirty minutes is a time that people are willing to commute. If only 10% of those commuters traveling less than 9 minutes switch to cycling, there will be an additional 93 residents cycling to work. This alone equates to a 42% increase in the number of bicycle commute mode share for El Cerrito.

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<sup>6</sup> Elizabeth Deakin. *Utilitarian Cycling: A Case Study of the Bay Area and Assessment of the Market for Commute Cycling*, Berkeley: Institute of Transportation Studies, 1985. 26-29.

<sup>7</sup> Appendix C: Contra Costa Countywide Bicycle and Pedestrian Plan, 2004.

### 3 Goals

With the development and implementation of this Circulation Plan, the City of El Cerrito hopes to attain the following goals:

1. Create a comprehensive citywide network of bicycle and ADA accessible pedestrian routes that connect travelers to both local and regional destinations.
2. Promote bicycling and walking as alternative modes of transportation through design, designation, programs, policies, and education.
3. Foster a sustainable community by addressing the social, economic, and environmental impacts of transportation infrastructure and services.
4. Provide safe and accessible routes to schools, transit stops and stations, and City facilities.
5. Create bicycle and pedestrian facilities that fulfill the needs of both utilitarian and recreational users.
6. Accommodate bicycle and pedestrian access in the design and development of new buildings and facilities.
7. Engage the public in the planning process to address local needs and concerns.
8. Work with City departments, neighboring jurisdictions, and regional organizations to coordinate efforts during the planning and implementation phases of bicycle and pedestrian improvement projects.
9. Establish priorities and identify funding sources for implementing bicycle and pedestrian improvements.

## 4 Standards

The State and Federal government have several standards that must be applied when planning, designing, and implementing improvements for bicyclists and pedestrians. For bicycle facilities, Chapter 1000 (Bikeway Planning and Design) in Caltrans' *Highway Design Manual* provides standards for the design and operation of various types of bicycle and shared use facilities. The design of pedestrian facilities must also follow the Americans with Disabilities Act (ADA) Design Guidelines, which is produced by the Access Board. The *Manual on Uniform Traffic Control Devices (MUTCD)* and accompanying *California Supplement* present standards for signing and marking both bicycle and pedestrian facilities. All of these manuals and standards help to design and develop safe facilities and provide consistency across jurisdictional boundaries. However, these standards can be supplemented with design guidelines that offer more detailed information about specific facilities or features. (See Section 8 *Design Guidelines* and supplemental bicycle and pedestrian design guidelines in Appendix F and Appendix G).

## 5 Proposed Bikeway Designations and Improvements

### 5.1 Users

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. Therefore, it is necessary to plan and design bikeways that serve the needs of diverse cyclists.

Additionally, bicycle trips are made for different purposes. Some are purely recreational while others are for utilitarian purposes, such as commuting or shopping. Designating and designing both bikeways and end facilities should take various trip purposes into account.

### 5.2 Criteria for Selecting Bikeways

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

- Connections to existing and proposed routes
- Connections to local destinations, such as shopping centers and civic buildings
- Connections to regional destinations, such as transit stations and parks
- Balancing the designation of both north/south and east/west routes to create a grid network
- Existing roadway conditions including traffic volumes, bicycle volumes, road width, lane configurations, parking, topography, pavement conditions, accident data, and intersection control
- Accommodating both experienced and less experienced cyclists
- Accommodating both recreational and utilitarian cycling trips
- Accommodating the needs of a diverse population

### 5.3 Definitions of Bikeways

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. El Cerrito Bikeways are classified into three major classes. 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 by bicyclists (and pedestrians). The existing Ohlone Greenway is an example of a Class I Bikeway. Class II Bikeways, also known as bike lanes, are on-street striped lanes for a single direction of travel. Finally, Class III Bikeways are bicycle routes designated with signage and/or striping that provide shared use of existing travel lanes with motorists. Further details regarding bicycle facilities design can be found in Appendix F.

### 5.4 Proposed Bikeway Network

**Figure 14** displays the proposed bicycle network for the City of El Cerrito. Detailed descriptions of major bikeway segments are given below. Descriptions begin with north-south routes and continue with east-west routes, concluding with hillside routes and a conceptual Bicycle boulevard alignment. Descriptions of each of five fundable bicycle improvement projects are provided in the following section.



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## Key to Key Bikeway – Class II/III

This is currently a well-traveled route by bicyclists who are riding through El Cerrito or going between destinations in southern and northern portions of the City. It provides a north/south on-street alternative to San Pablo Avenue and the Ohlone Greenway. With fewer stops, it will serve both commuters and as well as recreational cyclists. Connections to the south in Albany and north in Richmond make this an important regional bicycle route. This route is designated by the East Bay Bicycle Coalition as a route for “cyclists of average ability.”



**Route:** Key Route/Ashbury from city border to Moeser; Moeser from Ashbury to Richmond; Richmond from Moeser to Potrero; Elm from Potrero to Key Boulevard; Key Boulevard from Elm to city border

**Links to facilities:** Harding School, El Cerrito High School, Portola Middle School, Contra Costa Civic, Theater, Community Center, Windrush School, del Norte BART

**Links to other routes:** Key Route is identified as a Class II in the Albany Bicycle Master Plan (2003) and Key Boulevard is identified as an on-street route in Richmond Bikeways Plan (1978).

**Implementation:** Provide a Class II on-street striped bike lane and Class III Shared Roadway Bicycle Marking facilities. This route has been designed using a mix of Class II and Class III facilities, where appropriate, to ensure implementation without requiring the removal of any on-street parking. There may be a need for bicycle detection and actuation at signalized intersections particularly Ashbury/Fairmount and Elm/Hill.

## Ohlone Greenway – Class I

The Ohlone Greenway is the only existing Class I facility in El Cerrito and is a heavily traveled north/south route for both bicyclists and pedestrians. It was recently extended from the previous terminus at Conlon Avenue and Key Boulevard to San Pablo Avenue, in order to provide a connection to the future Central Richmond Greenway.

**Links to facilities:** El Cerrito Plaza, Plaza BART station, Open House Senior Center, El Cerrito Library, Fairmount Park, DMV, El Cerrito Royale and St. John’s Senior Facilities, Target, del Norte BART station, del Norte Place, Baxter Creek Gateway



**Links to other routes:** The Ohlone Greenway continues through Albany to downtown Berkeley. The Baxter Creek Project at the northern gateway extended the Greenway to the north to connect with San Pablo Avenue, and is planned to connect to the Richmond Greenway and the San Francisco Bay Trail.

**Implementation:** Improve the safety along the Greenway for both utilitarian and recreational users. Suggested improvements include installation and maintenance of improved lighting; ongoing intersection (traffic calming) improvements and evaluation; development of better signage; utilization of traditional crime prevention tools such as installation of a surveillance systems, call boxes and ongoing landscape maintenance and patrolling. In addition, bicycle access between the Ohlone Greenway and the San Pablo Avenue commercial corridor should be improved.

Specific recommendations include the following: 1) Evaluate the improvements that are currently underway at several Ohlone Greenway crossings (e.g. improved pavement markings and signage) and determine the need for additional improvements. 2) Remove on-street parking and trim overgrown vegetation where it interferes with sight distances for bicyclists and pedestrians. 3) Install “Trail Xing Ahead” and “Trail Xing” as prescribed in the Contra Costa County Trail Design Resource Handbook. 4) At major crossings, consider the installation of bulb outs. Bulb outs will decrease crossing distance for bicyclists and pedestrians, slow traffic, and allow smoother ramps for transitioning between the pathway and street. All improvements will need to be evaluated for potential conflicts with east/west bicycle routes, ADA Accessibility Guidelines, and emergency vehicle routes. 5) Evaluate landscape, recreation and amenity improvements to increase the safety for all users. 6) Work with the City of Richmond to extend the trail across San Pablo Avenue and through the “Adachi Parcel” to connect to the Richmond Greenway.

See the following *Ohlone Greenway-San Pablo Avenue Corridor Access Improvements* for more details about this project.

### San Pablo Avenue Bikeway – Class II

San Pablo Avenue is designated as a regional bikeway in both the Contra Costa County Bicycle and Pedestrian Plan (2003) and MTC Regional Bicycle Plan (2001). This route is designated by the East Bay Bicycle Coalition as a route for “experienced cyclists only.”



**Implementation:** El Cerrito is currently pursuing streetscape improvements to improve the bicycling, walking and transit environment along San Pablo Avenue. Future long-term development of a Class II on-street striped bike lane will only be considered in coordination with neighboring jurisdictions and transit agencies as supportive land uses, transportation access, and streetscape improvements are developed.

### Carlson Boulevard Bikeway – Class II

Carlson Boulevard is designated as a regional bikeway in the Contra Costa County Bicycle and Pedestrian Plan (2003). As part of the Cerrito Creek Greenway, Class II bike lanes will be striped from San Pablo Avenue to Lassen Street.

**Implementation:** Continuing the planned Class II bicycle lane on Carlson Boulevard further to the City’s border will provide potential east/west connections to Point Isabel, San Pablo Avenue, and Plaza BART.



### Cerrito Creek Greenway – Class II & III

This proposed bicycle and pedestrian route will link the Ohlone Greenway to the San Francisco Bay Trail through El Cerrito, Richmond, and Albany. The interim alignment in El Cerrito for bicyclists includes on-street facilities through the El Cerrito Plaza Shopping Center parking lot and surface streets to the city boundary at Creekside Park.

**Route:** Interim alignment along Cerrito Creek from Ohlone Greenway to San Pablo Avenue, San Pablo Avenue from Wells Fargo Driveway to Carlson Boulevard; at Carlson Boulevard, the bike and pedestrian routes separate. Bicycles: Carlson Boulevard from San Pablo Avenue to Lassen

Street, Lassen Street from Carlson Boulevard to Belmont Avenue, Belmont Avenue from Lassen to Creekside Park. Pedestrians: Carlson Boulevard to creekside path at Adams Street, creekside path through the end of Creekside Park. Outside of City limits the route will connect through Richmond and Albany to the Bay Trail, primarily by way of Pierce Buchanan Streets in Albany.

**Links to facilities:** El Cerrito Plaza Shopping Center, Creekside Park, Pacific East Mall

**Links to other routes:** Ohlone Greenway, San Francisco Bay Trail



**Implementation:** Complete improvements to the interim alignment, including: (1) Working with Caltrans to implement planned improvements on and across San Pablo Avenue; (2) Working with private property owners to implement the easternmost two-block segment of a bicycle and pedestrian path and ramp off the Ohlone Greenway. Although the interim alignment does create an important southern connection between the Ohlone Greenway and the Bay Trail, it is not the optimal alignment. Work with the City of Albany to implement the preferred alignment west

of San Pablo Avenue, on the south side of Cerrito Creek. This includes installing a mid-block crossing on San Pablo Avenue and the City of Albany working with the State to obtain access on a key property for a trail alignment on the south side of Cerrito Creek.

### Central Avenue/Lincoln Avenue Bikeway – Class II/Class III

Developing a bike facility on Central Avenue/Lincoln Avenue will provide important connections near the City’s southern border and complement the pedestrian improvements along Fairmount Avenue. This bikeway will also provide a desired closer connection to the Bay Trail at Point Isabel. In addition, this route provides a direct connection between El Cerrito High School and the Ohlone Greenway and the Plaza Bart Station. This route is designated by the East Bay Bicycle Coalition as a route for “cyclists of average ability.”

**Route:** East: Central Avenue between Carlson Boulevard and the Ohlone Greenway. West: Lincoln Avenue between the Ohlone Greenway and Ashbury Avenue.

**Links to facilities:** El Cerrito Plaza BART, El Cerrito High School

**Link to other routes:** Ohlone Greenway, proposed Key to Key Bikeway at Ashbury Avenue, proposed route on Carlson Boulevard, to Bay Trail via future Richmond improvements



**Implementation:** Develop a Class II on-street striped bike lane between Carlson Boulevard and San Pablo Avenue on Central Avenue. This will require the narrowing of travel lanes in the eastbound direction for this short segment. Provide a Class III Shared Roadway Bicycle Marking facility on Central Avenue between San Pablo Avenue and the Ohlone Greenway and on Lincoln Avenue between the Greenway and Ashbury Avenue. This design allows installation of a continuous facility without removal of on-street parking. Although the exact alignment is not known at this time, access along Central to the Richmond border will involve the freeway interchanges, which pose significant barriers to access. El Cerrito should work with Caltrans to ensure that accommodations for bicyclists and pedestrians are included in future reconfiguration

plans. Such plans include the interchange improvements slated 2008 through funds from Measure J. Work with the City of Richmond to coordinate the improvements west of the City boundary.

### Fairmount Bikeway – Class II/Class III Signage Only



Similar to the Central/Lincoln route, developing a bike facility on Fairmount Avenue will provide important connections near the City's southern border and complement the pedestrian improvements along Fairmount Avenue, provide a desired closer connection to the Bay Trail at Point Isabel and provide a direct connection to the Ohlone Greenway, the El Cerrito Plaza and the Plaza Bart Station. This route is designated by the East Bay Bicycle Coalition as a route for "cyclists of average ability."

**Route:** Fairmount Avenue between Carlson Boulevard and Colusa Avenue.

**Links to facilities:** El Cerrito Plaza BART, El Cerrito Shopping Center

**Link to other routes:** Ohlone Greenway, proposed Key to Key Bikeway at Ashbury Avenue, proposed route on Carlson Boulevard, to Bay Trail via future Richmond improvements

**Implementation:** Develop a Class II on-street striped bike lane between Carlson and Liberty; Class III Signage Only between Liberty and the Ohlone Greenway; Class III Shared Roadway Bicycle Marking between the Ohlone Greenway and Ashbury Avenue. This will require the narrowing of travel lanes between San Pablo Avenue and Carlson Boulevard for this short segment. Install a Class III Signage Only route between Liberty and the Ohlone Greenway. Provide a Class III Shared Roadway Bicycle Marking facility on between Colusa and the Ohlone Greenway. This design allows installation of a continuous facility without removal of on-street parking, especially in heavily used areas such as Fairmount east of Ashbury.

### Stockton Avenue Bikeway – Class III

As part of the grid network, this bikeway provides an east/west connection between the Plaza and Midtown areas. This route is designated by the East Bay Bicycle Coalition as a route for "cyclists of average ability."

**Route:** Stockton Avenue between San Pablo Avenue and Terrace Drive

**Links to facilities:** El Cerrito Natural Grocery, Fairmount School, Veteran's Hall, El Cerrito Library, Open House Senior Center, Masonic Hall

**Link to other routes:** Sacramento Avenue (west of San Pablo Avenue) which is included in City of Richmond Bikeways Plan (1978), Ohlone Greenway, proposed Key to Key Bikeway at Ashbury Avenue, Hillside Class III Routes.



**Implementation:** Develop a Class III on-street shared route using a combination of signage only and Shared Roadway Markings, the latter for the segment between San Pablo Ave and the

Ohlone Greenway with consistent on-street parking use. There is a need for on-street parking due to the commercial area near Ashbury and other land uses that have special events or activities requiring on-street parking. Additionally, this route serves as a minor connector between San Pablo Avenue and the Key to Key Bikeway and provides access to the hillside neighborhoods.

### **Moeser Bikeway – Class II**

This route serves as an east-west spine connecting multiple destinations and routes



**Route:** Moeser Avenue between San Pablo Avenue and Navallier

**Links to facilities:** San Pablo Avenue Commercial district, Community Center, Portola School, Sierra School, Cerrito Vista Park.

**Link to other routes:** San Pablo Ave, Ohlone Greenway, proposed Key to Key Bikeway at Richmond and Ashbury Avenue.

**Implementation:** Develop a Class II on-street bicycle lane while maintaining on-street parking use. There is a need for on-street parking due to the commercial area near San Pablo, the Community Center and the schools especially during special events or activities. Additionally, this route serves as an east-west spine between San Pablo Avenue and the Key to Key Bikeway and provides access to the hillside neighborhoods.

### **Schmidt Lane Bikeway – Class III**

At the center of the City, this route will provide east/west connections to other routes and facilities.

**Route:** Schmidt Lane between San Pablo Avenue and Navellier Street

**Links to facilities:** City Hall, Public Safety Building, “Mill and Lumber” Development, Recycling Center, Hillside Natural Area

**Links to other routes:** Ohlone Greenway, proposed Key to Key Bikeway at Richmond Street, San Pablo Avenue

**Implementation:** Develop a Class III on-street bike route to avoid removal of parking in this residential area.



### **Potrero Avenue Bikeway – Class II/Class III Shared Roadway Bicycle Markings**

A Class III route will be designated from the western City limit to the Ohlone Greenway as part of the Richmond Greenway Interim Alignment, which connects to the San Francisco Bay Trail.

**Route:** Potrero Avenue between western City limit to Richmond Street

**Links to other routes:** Richmond Greenway Interim Alignment, Bay Trail, Ohlone Greenway, San Pablo Avenue, Proposed Key to Key Bikeway

**Implementation:** Replace the existing Class III facility with Class II bicycle lanes between the City border and San Pablo Avenue. Maintain and extend the Class III on-street shared route on Potrero Avenue from San Pablo Avenue to Richmond Street for a connection to the proposed

Key to Key Bikeway at Richmond Street. The interim alignment for the Richmond Greenway creates an important northern connection between the Ohlone Greenway and the Bay Trail, although it is not the planned long-term alignment. Work with the City of Richmond to implement the preferred alignment, including the connection of the two Greenways south of MacDonald Avenue. This may involve the purchase of property in Richmond on the west side of San Pablo Avenue and development of a mid-block crossing of San Pablo Avenue.



### Eastshore/Hill/Cutting Bikeway – Class II/Class I/Class III

A combination of Class II, Class I and Class III facilities will be designated from the bicycle lanes on Potrero to Elm Street, crossing San Pablo Avenue and providing direct connections to the del Norte BART station and San Pablo Avenue area shopping centers.

**Route:** Eastshore Boulevard between Potrero Avenue and San Pablo Ave; Hill Street sidepath San Pablo Avenue and the Ohlone Greenway; Hill Street between the Ohlone Greenway and Elm Street; Cutting Boulevard between the Ohlone Greenway and Elm Street.

**Links to other routes:** Richmond Greenway Interim Alignment, Bay Trail, Ohlone Greenway, San Pablo Avenue, Proposed Key to Key Bikeway

**Implementation:** Install Class II bicycle lanes on Eastshore between the Potrero bicycle lanes and San Pablo Avenue. Install a new Class I sidepath along the south side of Hill Street between San Pablo Avenue and the Ohlone Greenway by installing a railing barrier between the street and the wide sidewalk in this area. Install Class III Shared Roadway Bicycle Markings on Hill Street between the Greenway and Elm Street. Install Class II bicycle lanes on Cutting between the Ohlone Greenway and Elm Street. All facilities can be implemented without loss of parking, narrowing of travel lanes or hardscape changes, with the exception of installation of a Class I safety barrier. In addition, the del Norte Design Guidelines (adopted 2004) provide a vision for redevelopment and infrastructure improvements in the del Norte area. During further planning and implementation processes for the del Norte area, analyze bicycle accessibility in this area and incorporate the above recommendations.



### Hillside Routes Bikeway – Class III

Class III routes will be designated through the hillside neighborhoods along the most direct and flattest routes. The purpose of these routes is for recreational riders but also to encourage residents of the hillside areas to try bicycling for transportation.

**Routes:** Arlington - South City Limits to North City Limits; Barrett - West City Limits to Arlington; Colusa – Fairmount to Terrace; Terrace - Stockton to Arlington; Cutting - Hill to Hagan; Hagan - Cutting to Mira Vista; Mira Vista - Hagan to Barrett; Rifle Range - Arlington to North City Limits

**Links to other routes:** Ohlone Greenway, San Pablo Avenue, Proposed Key to Key Bikeway



**Links to facilities:** St. Jerome School, El Cerrito High School, Huber Park, Arlington Park, Wildcat Canyon Park, Madera School, Tassajara Park, Tehiyah School, Poinsett Park, Canyon Trail Park, Prospect School.

**Implementation:** Install Bicycle Route signage on the segments listed above, adding Share the Road or other warning signage at key locations as conditions require for safety.

### **Bicycle Boulevard Conceptual Alignment – Class III**

This alignment is a long-term concept that would be implemented as an alternative to the Key to Key route.

**Route:** North-South: Start at south City limits, Behrens, Fairmount, Albemarle, Eureka, Norvell, Waldo, Everett, Portola, Richmond, Schmidt, Everett, Blake, end at Ohlone Greenway. East-West: Lincoln from Ohlone Greenway to Ashbury.

**Links to facilities:** Harding School, El Cerrito High School, Portola Middle School, Contra Costa Civic, Theater, Community Center, Windrush School, del Norte BART

**Links to other routes:** The north-south element of this project would connect to all the east-west routes, similar to the Key to Key and Ohlone Greenway routes. The Lincoln Avenue element would connect to the Ohlone Greenway.



**Implementation:** This long-term project requires further study and could be implemented in phases, first as a Class III element of the citywide wayfinding scheme and later with more extensive traffic calming elements to discourage through-traffic on residential streets along the route.

## **5.5 Proposed Bicycle Improvement Projects**

The following five projects are organized into discrete, fundable, implementable packages. The projects described here are the result of a feasibility analysis of the types of projects requested by the public through past processes and identified by City staff. Implementation strategies and cost estimates for each project are provided in Section 10: Implementation.

### **Project #1: Bikeways**

The goal of this project is to provide safer, more direct routes for cyclists traveling in the City of El Cerrito. Recommended segments are divided into Caltrans Class I, II and III facilities. Further information on bikeway types and design guidelines can be found in Appendix F. Because right-of-way opportunities for new off-street Class I pathways are limited, this plan is essentially a proposal to add new on-street bicycle lanes and bicycle routes.

### *Class I Pathways*

The only segment of proposed Class I pathway to be built by El Cerrito is a short sidepath connection between the proposed Eastshore bicycle lanes and the Ohlone Greenway. This pathway could be established by erecting a solid barrier, such as a railing, along the edge of the existing sidewalk on the south side of the street. This pathway would provide access to the BART station for cyclists traveling from El Cerrito and Richmond on the west side of I-80.

1. Hill - San Pablo to Ohlone Greenway

### *Class II Bicycle Lanes*

Many of the streets in El Cerrito which would provide for a direct connection to destinations have insufficient width to accommodate the current configuration of on-street parking on both sides *and* Class II bike lanes. The majority of these streets have curb-to-curb widths of less than 44 feet and so could not accommodate bicycle lanes and maintain parking on both sides, even with travel lane reductions down to 10-feet.

The following streets are proposed for Class II Bicycle Lanes. These streets were selected based in part on their utility as bikeways but primarily because they have adequate width for bicycle lanes without requiring removal of on-street parking. **Table 6** provides a detailed analysis of these segments.

1. Ashbury - South City Limits to Fairmount
2. Carlson - City Limits (El Dorado) to existing bike lanes at San Diego
3. Cutting - Ohlone Greenway to Hill
4. Elm - Hill to Cutting
5. Fairmount - San Pablo to Liberty
6. Moeser - San Pablo to Navellier
7. Potrero - West City Limits to San Pablo
8. Fairmount - Carlson to San Pablo (will require restriping narrower travel lanes)
9. Central - Carlson to San Pablo (will require restriping narrower travel lanes)
10. Eastshore – Potrero to San Pablo

### *Class III Bicycle Routes with Shared Roadway Bicycle Markings*

The following segments do not have adequate width to install bicycle lanes and maintain on-street parking. However, these streets meet the criteria for use of Shared Roadway Bicycle Markings and are important connections, many in the areas immediately surrounding BART which have high traffic volumes at peak hours. As indicated in the California MUTCD 2006 edition, the shared roadway bicycle marking may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way. Shared roadway bicycle markings are most effective in areas with consistent medium to high parking use and turnover and higher traffic volumes. See the design guidelines appendix for more information on Shared Roadway Markings.

1. Ashbury - Fairmount to Moeser
2. Central - San Pablo to Ohlone Greenway
3. Lincoln – Ohlone Greenway to Ashbury
4. Elm - Hill to Blake

5. Key – Hill to North City Limits
6. Potrero - San Pablo to Richmond
7. Stockton - San Pablo to Ohlone Greenway
8. Fairmount - Richmond to Colusa
9. Hill - Greenway to Cutting
10. Richmond - Blake to Moeser

*Class III Routes “Signage Only”*

These routes are significant connections for cycling that fall into one of the following three groups. The only treatment to these segments would be Caltrans standard bicycle route signs, the same signs would be used throughout the bikeway network as a part of the bicycle wayfinding project. Note that implementation of these segments is incorporated into the Citywide Bicycle Wayfinding System.

*Other Citywide and Secondary Routes:* These routes are those that are important parts of the El Cerrito bicycle network but are of secondary importance, do not have room for bicycle lanes without major roadway reconfiguration or do not meet the criteria for Shared Roadway Markings.

1. Fairmount - Liberty to Richmond
2. Potrero - Richmond to Navellier
3. Schmidt - San Pablo to Navellier
4. Stockton - Ohlone Greenway to Terrace

*Hillside Routes:* As noted, the above proposed routes are primarily focused on cyclists traveling around the “flatland” areas of El Cerrito. However, substantial numbers of cyclists ride the “hillside” section of the city. Although this usage is understood to be primarily recreational in nature, it is assumed that given properly signed routes some residents might try bicycling for transportation from their hillside neighborhood to the commercial areas of the city. One of the main challenges that cyclists in such areas encounter is that a wrong turn can mean hundreds of feet of unnecessary climbing and descending before reaching one’s destination. Signage can be invaluable to guide cyclists along the routes that are most direct but involve the gentlest grades.

1. Arlington - South City Limits to North City Limits
2. Barrett - West City Limits to Arlington
3. Colusa – Fairmount to Terrace
4. Terrace - Stockton to Arlington
5. Cutting - Hill to Hagan
6. Hagan - Cutting to Mira Vista
7. Mira Vista - Hagan to Barrett
8. Rifle Range - Arlington to North City Limits

*San Pablo to Ohlone Greenway Access Improvements:* In addition to the citywide and hillside facilities identified above, the following segments were called out as important for providing a safer connection between the Ohlone Greenway and San Pablo Avenue. Note that implementation of these segments is included in the Wayfinding project and not in the Ohlone Greenway Access Improvements project.

1. Knott - Greenway to San Pablo
2. Blake - Greenway to San Pablo

3. Manila - Greenway to San Pablo
4. Portola - Greenway to San Pablo
5. Waldo - Greenway to San Pablo
6. Lincoln - Greenway to San Pablo

Table 6 Summary of Recommended Bikeways

Segment Name	Extents	Curb to Curb Street ROW*	On-street Parallel Parking**			Traffic Volumes	Travel Lanes	Recommended Facility Type	Segment Length
			Use	Turnover	Turnover				
Arlington	South City Limits to North City Limits	30	Low	Low	Low	2	Class III Signage Only	2.43	
Ashbury	South City Limits to Fairmount	60	Medium-High	Medium	Medium-High	2	Class II	0.35	
Ashbury	Fairmount to Moeser	40	Medium-High	Medium	Medium-High	2	Class III Shared Roadway Bicycle Marking	0.90	
Barrett	West City Limits to Arlington	36	Low	Low	Medium-Low	2	Class III Signage Only	0.79	
Blake	Greenway to San Pablo	30	Low	Low	Low	2	Class III Signage Only	0.10	
Carlson	City Limits (El Dorado) to existing bike lanes at San Diego	64	High	Medium	High	4	Class II	.30	
Carmel	Southern City Limits to Fairmount	30	Medium	Low	Low	2	Class III Signage Only	0.46	
Central	Carlson to San Pablo	28N/38S	N/A	N/A	N/A	2N/3S	Class II (restripe narrower lanes)	0.08	
Central	San Pablo to Liberty	40	High	Medium	High	2N/1S	Class III Shared Roadway Bicycle Marking	0.15	
Central	Liberty to Ohlone Greenway	20N/28S	High	High	High	2	Class III Shared Roadway Bicycle Marking	0.12	
Colusa	Fairmount to Terrace	30	Low	Medium	Low	2	Class III Signage Only	0.64	
Cutting	Ohlone Greenway	46	High	Medium	High	2	Class II	0.25	

Segment Name	Extents	Curb to Curb Street ROW*	On-street Parallel Parking**		Traffic Volumes	Travel Lanes	Recommended Facility Type	Segment Length
			Use	Turnover				
Cutting	to Elm Elm to Hagan	46	Low	Medium	Medium	2	Class III Signage Only	0.19
Eastshore	Potrero to San Pablo	74	Medium	Medium	High	4 (incl center turn lane)	Class II	0.20
Elm	Hill to Cutting	46	Medium	Medium	Medium	2	Class II	0.42
Elm	Hill to Blake	40	Medium	Medium	Medium	2	Class III Shared Roadway Bicycle Marking	0.18
Fairmount	Carlson to San Pablo	64	Low	Medium	High	4	Class II (remove unused parking or restripe narrower lanes)	0.10
Fairmount	San Pablo to Liberty	44	Medium	Medium	High	2	Class II	0.15
Fairmount	Liberty to Richmond	70 (islands vary)	Diagonal parking	High	Medium	3	Class III Signage Only	0.10
Fairmount	Richmond to Colusa	40	Medium	Medium	Medium	2	Class III/Shared Roadway Bicycle Marking	0.43
Hagan	Cutting to Mira Vista	30	Low	Low	Low	2	Class III Signage Only	0.06
Hill	Greenway to Elm	40	High	Medium	High	2	Class III/Shared Roadway Bicycle Marking	0.15
Hill	San Pablo to Ohlone Greenway	40	N/A	N/A	High	4	Class I on south side of street (install barrier along edge of sidewalk or work with Target to	0.08

Segment Name	Extents	Curb to Curb Street ROW*	On-street Parallel Parking**			Travel Lanes	Recommended Facility Type	Segment Length
			Use	Turnover	Traffic Volumes			
							install wider multi-use pathway with horizontal setback from street)	
Key	North City Limits to Hill	30	Medium	Medium	Medium	2	Class III Shared Roadway Bicycle Marking	0.58
Knott	Greenway to San Pablo	40	Low	Medium	Low	2	Class III Signage Only	0.06
Lincoln	Greenway to San Pablo	30	Medium	Low	Low	2	Class III Signage Only	0.19
Lincoln	Ohlone Greenway to Ashbury	30	Medium	Low	Low	2	Class III Shared Roadway Bicycle Marking	0.35
Manila	Greenway to San Pablo	35	Low	Low	Low	2	Class III Signage Only	0.10
Mira Vista	Hagan to Barrett	28	Low	Low	Low	2	Class III Signage Only	0.51
Mooser	San Pablo to Navellier	44	Medium	Low	Medium	2	Class II	0.37
Portola	Greenway to San Pablo	30	Low	Low	Low	2	Class III Signage Only	0.11
Potrero	West City Limits to San Pablo	46	Medium	Medium	Medium	2	Class II	0.30
Potrero	San Pablo to Richmond	40	Medium	Medium	Medium	2	Class III Shared Roadway Bicycle Marking	0.26
Potrero	Richmond to Navellier	40	Low	Low	Medium	2	Class III Signage Only	0.25
Professional Building	South City Limits to San Pablo Ave.	30	N/A	N/A	Medium	2	Class III Signage Only	0.12

Segment Name	Extents	Curb to Curb Street ROW*	On-street Parallel Parking**		Traffic Volumes	Travel Lanes	Recommended Facility Type	Segment Length
			Use	Turnover				
Richmond	Blake to Moeser	40	Medium	Medium	Medium	2	Class III/Shared Roadway Bicycle Marking	0.82
Rifle Range	Arlington to North City Limits	22	Low	Low	Low	2	Class III Signage Only	0.48
Schmidt	San Pablo to Richmond	40	Medium	Low	Medium	2	Class III Signage Only	0.26
Schmidt	Richmond to Navellier	40	Low	Low	Low	2	Class III Signage Only	0.36
Stockton	San Pablo to Ohlone Greenway	40	Medium	Medium	Medium	2	Class III Shared Roadway Bicycle Marking	0.15
Stockton	Ohlone Greenway to Ashbury	40	Low	Low	Medium	2	Class III Signage Only	0.28
Terrace	Ashbury to Arlington	30	Low	Low	Low	2	Class III Signage Only	1.45
Waldo	Greenway to San Pablo	40	Low	Low	Low	2	Class III Signage Only	0.13
Ward	Carmel to Santa Fe	30	Medium	Low	Low	2	Class III Signage Only	0.10
Bicycle Boulevard (Conceptual)	South City Limits at Behrens to Ohlone Greenway at Blake	Varies	Varies	Varies	Low	Varies	Class III Bicycle Boulevard	2.44

\* Width at narrowest point to ensure consistent facility. Reflects total ROW available for parking lanes, travel lanes and bicycle lanes without hardscape geometry changes

\*\* For Class III facility treatment analysis

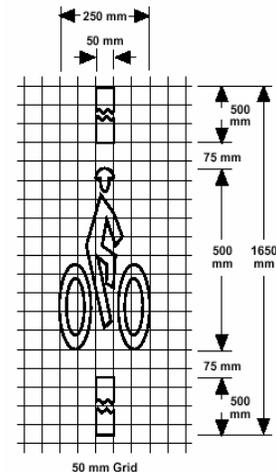
## Project #2 Bicycle Detection Project

Bicycle detection at signalized intersections can provide a substantial safety improvement for cyclists and motorists alike. The City of El Cerrito uses loop detectors at signalized intersections to allow motorists to trigger a traffic light. The following recommendations are intended to expand the City's existing detection loop program to include bicycles along designated routes and at key intersections by providing needed improvements such as calibration of existing detectors, installation of new detectors and installation of stencils.

### *General Recommendations*

**Regularly Calibrate Loop Detectors:** While detector loops facilitate faster and more convenient motorist trips, if they aren't calibrated properly or stop functioning, they can frustrate cyclists waiting for signals to change, unaware that the loop is not detecting their bicycle. Where appropriate, the City should ensure that all existing loops are tested annually and are calibrated and operable for bicycle users.

**Develop Policy of Installing Bicycle-Calibrated Loop Detectors at Signalized Intersections:** The City should develop a policy of installing bicycle-calibrated loop detectors at intersections along designated bike routes as they are repaved. For new installation it is recommended that the City use Type D for lead loops in all regular travel lanes shared with bicycles. Within bike lanes it is recommended that the City install Bicycle Loop Detectors (BLDs) using narrow Type C loops. Types A (6' square) and E (unmodified circle) are not bike-sensitive in their center. More details regarding bicycle loop detectors can be found in Appendix A.



**Caltrans Standard Plan  
24C bicycle detection  
marking**

**Apply Pavement Stenciling Above All Bicycle Loop Detectors:** Since most cyclists, as well as motorists, do not know how loop detectors work, all detector loops expected to be used by cyclists should be marked by a pavement stencil that shows cyclists where to stop to activate the loop. Educational materials distributed by the City should describe how to activate bicycle loop detectors. Stencils should be repainted when needed.

**Consider Alternative Detection Methods:** Although most bicycles have metal rims, in-pavement loop detectors may have difficulty detecting bicycles constructed of non-metal components. With the increasing popularity of non-metal bicycles (i.e. carbon-fiber), El Cerrito may want to consider installing video image detection at signalized intersections that are heavily used by cyclists. Video image detection should sense bicycles in all approach lanes and also on the left side of right-turn channelization islands. Some video systems can estimate approach speed, and this capability could be used to extend the green time for slow objects assumed to be bicycles.

Potential intersections include:

- San Pablo and Conlon, Knott, Cutting, Hill, Potrero, Manila, Schmidt, Moeser, Stockton, Central, Fairmount, Carlson
- Hill and Elm
- Richmond and Moeser
- Stockton and Richmond

- Fairmount and Ashbury
- Liberty and Fairmount
- Central and Carlson

### Project #3: Bicycle Parking

Bicycle parking and end facilities are needed at various civic, residential, commercial, and office spaces to accommodate both short term and long term parking. There may be a need to update existing racks and install new racks at City buildings and facilities. Recently, the City has installed additional racks and re-installed the existing rack at the Community Center and has begun to add short-term parking at City parks. The new City Hall will include both long- and short-term parking facilities.

**Figure 15** shows locations of existing bicycle parking and proposed locations for additional bicycle racks.

The following needs analysis detailed in **Table 7** is based on known destinations/target areas for improved bicycle parking and numbers/locations of existing racks provided by the City. Policies for exact location and placement of bicycle parking (including covered bicycle parking) are provided in the Design Guidelines appendix. The goal of this project is to provide a list of locations for improved bike parking based on destinations already identified in the plan and general recommendations for target levels of bike parking around commercial land uses such as the "downtown" area of El Cerrito along San Pablo. Cost estimates are based on number of racks needed at specific identified locations in addition to estimated number of racks needed in commercial land use areas.

New bicycle parking is assumed to be inverted-U style racks with a capacity of 2 bicycles per rack. Details about rack selection are provided in the Design Guidelines appendix.

Bicycle parking needs for the San Pablo Corridor are based on a minimum average need of 3 racks per city block, covering both sides of the street, to be distributed according to adjacent land use in cooperation with local business owners, business managers and property owners, as appropriate. It is understood that this estimate will be insufficient for certain higher-density areas of this corridor, and possibly excessive for lower-density areas with fewer commercial land uses or fewer zero lot line storefronts. In general racks should be distributed according to need and interest of adjacent businesses.

Rack needs at other locations and provision of sheltered parking are based on typical minimum parking levels as appropriate to that land use, applied conservatively. For example, need for bicycle parking at parks is determined by whether or not the park is primarily passive versus active i.e. do riders need to lock up their bicycles to engage in another activity or are they riding there to simply enjoy open space, picnic, etc. with their bicycles nearby. Need for sheltered bicycle parking would be determined by parking turnover, e.g. commuters locking up for long periods of time regardless of weather conditions parking versus shopping cyclists locking up for a quick visit to a store. Needs for new parking shelters should be determined by site surveys to determine if racks can be placed under and existing building overhang or sheltered area. Sheltered parking at parks is appropriate only at locations such as Clubhouses, Art Centers and Studios and other public buildings where activities are conducted indoors. School parking needs was based on number of students per school and existing parking with a conservative estimate of future parking needs.

In order to encourage the installation of bicycle parking and end trip facilities at private locations (including facilities for showering, changing, and storing clothes), bicycle parking should be added to the zoning ordinance requirements. The zoning ordinance will require the provision of parking and end facilities based on specific land uses. Safe and secure bicycle parking is particularly important at schools, commercial areas, and multifamily dwelling units. Standards can be related to building square footage, number of employees, number of students, or number of parking spaces required. In addition to the number of spaces required, provide standards for the size, location, and type of bicycle parking. Bicycle parking should be close to the entrance of a building in a well-lit and visible area. The standards will apply to new buildings, additions or enlargements to existing buildings, or conversions and changes in occupancy that necessitate additional vehicular parking. Sample bicycle zoning ordinances are found in the Contra Costa County Bicycle and Pedestrian Plan (2004) and the MTC Regional Bike Plan (2001).

**Table 7 Existing and Proposed Bicycle Parking**

<b>Location</b>	<b>Existing Bicycle Parking Spaces*</b>	<b>Additional Spaces Needed</b>	<b>Recommended Number New Racks</b>	<b>Existing Lockers (one space per locker)*</b>	<b>Recommended Number New Lockers</b>	<b>Number of Parking Shelters Needed for New Racks/Lockers**</b>
Plaza BART Station	148	0	0	77	0	0
del Norte BART Station	128	0	0	28	0	0
City Hall	5	0	3	1	0	1
Community Center	4	2	1 (relocate existing rack away from wall)	0	0	1
<b>San Pablo Ave</b>						
City Limits to Potrero	4	32	16	0		0
Potrero to Moeser	4	32	16	0		0
Moeser to City Limits	18	24	12	0		0
<b>Parks***</b>						
Tassajara Park	Unknown	8	2 each at Pottery Studio and basketball/tennis courts	Unknown	0	1
Canyon Trail Park	Unknown	8	2 each at Art Center and tennis courts	Unknown	0	1
Hillside Natural Area	Unknown	4	2 at Schmidt Trailhead	Unknown	0	0
Castro Park	Unknown	12	6, 2 each at Clubhouse, basketball courts/kickball	Unknown	0	1

Location	Existing Bicycle Parking Spaces*	Additional Spaces Needed	Recommended Number New Racks	Existing Lockers (one space per locker)*	Recommended Number New Lockers	Number of Parking Shelters Needed for New Racks/Lockers**
			diamond, tennis courts.			
Cerrito Vista Park	Unknown	8	2 each at jogging track and basketball/tennis courts	Unknown	0	0
Fairmount Park	Unknown	4	2 at clubhouse	Unknown	0	1
Central Park	Unknown	0	0	Unknown	0	0
Creekside Park	Unknown	0	0	Unknown	0	0
Arlington Park	Unknown	12	6, 2 each at Clubhouse, basketball courts, tennis courts.	Unknown	0	1
Poinsett Park	Unknown	4	2 at basketball/kickball area	Unknown	0	0
Huber Park	Unknown	4	2 at basketball/kickball area	Unknown	0	0
Harding Park	Unknown	12	6, 2 each at Clubhouse, basketball courts/kickball diamond, tennis courts.	Unknown	0	1
<b>Schools****</b>	<b>Number of Spaces/Number of Students</b>					
Cameron School	0/Unknown	12	6	Unknown	0	1
Castro School	0/290	14	7	Unknown	0	1
Tehiya School	0/290	14	7	Unknown	0	1
Prospect School	0/245	12	6	Unknown	0	1
Sierra School	2/245	14	7	Unknown	0	1
St. John's School	2/278	8	4	Unknown	0	1
Madera School	0/350	16	8	Unknown	0	1
Portola Middle School	0/650	24	12	Unknown	0	2

Schools****	Number of Spaces/Number of Students					
Fairmount School	10/300	6	3	Unknown	0	1
El Cerrito High School	0/1230	32	16	Unknown	0	2
Harding School	0/320	16	8	Unknown	0	1
St. Jerome's School	0/224	10	5	Unknown	0	1
Windrush School	2/250	10	5	Unknown	0	1
<b>Totals</b>						

\* Unknown locations assumed to be zero; type of school racks is unknown, capacity assumed to be two bikes minimum.

\*\* New shelters necessary only if usage warrants and if existing sheltered area to install racks is unavailable; number shelters based on 6 to 8-rack capacity per shelter.

\*\*\*Cost estimates assume one 6 ft. by 7ft concrete pad for each 2 inverted-U bicycle racks at any park location.

\*\*\*\*Parking needs estimated based on typical school usage; should be refined by school attendance and use during implementation.

#### Project #4: Wayfinding Signage

Wayfinding signage can enhance a bikeway network by providing bicyclists directional assistance to facilities and significant local and regional destinations. It is recommended that the City of El Cerrito judiciously install a system of signs based on the completed bikeways network of Class I, II and III facilities to assist bicyclists in navigating through the City and reaching their destination. The City should coordinate installation with other jurisdictions and agencies such as BART and the Bay Trail to ensure complementary and effective signs. This signage program would work as a map on the street by identifying designated routes connecting to key destinations in El Cerrito and the region. For example, a wayfinding sign at an intersection along the Ohlone Greenway would direct users to appropriate destinations off-path, such as San Pablo Avenue shopping areas or the El Cerrito Community Center, such as the wayfinding signs that were recently installed along the Ohlone at the Baxter Creek Gateway Park.



**Example Bike Route Signs**

The City should design and install custom destination signage along all proposed bikeways. A signage plan should be developed to ensure that destination signage is complete, coherent and does not result in sign clutter. In order to reduce sign pollution, wayfinding signage is intended to serve as the bike route signage on all Class III “Signage Only” facilities. Wayfinding signage would be installed in addition to standard Bike Path and Bike Lane signs on Class I and II facilities. All bikeway signage and striping on public roadways in El Cerrito should conform to the signage identified in the 2006 California MUTCD. These documents give specific information on the type and location of signing for bicycle facilities in California. All signs should convey the “Four Ds”: Direction, Destination, Distance and Distinction. The goal of this project is

to establish an effective signage system with a unique visual identity.

#### Project #5: Ohlone Greenway-San Pablo Avenue Corridor Access Improvements

This project has two goals: to improve crossing safety for users of the Ohlone Greenway and to improve access for both bicycles and pedestrians between between the Greenway and San Pablo Avenue through El Cerrito's designated "downtown" corridor area. The project identifies safety deficiencies and maintenance needs as well as general design guidelines for improving these segments, based on roadway widths already provided by the City. **Table 8** identifies needed improvements.

This project identifies specific maintenance needs such repainting crosswalks, and replacing and repositioning signs that, while low in cost, could improve safety for the Greenway crossings in the short-term. These signage improvements are particularly important for locations where visibility for eastbound motorists is an issue, due to inability to see crosswalk markings in advance while driving in an uphill direction. Other non-maintenance improvements could include safer crossings through improved warning signs, stops signs for motorists, curb bulbouts, high visibility crosswalks and improved lighting.

Cost and implementation details can be found in the implementation section of this plan.

Table 8 Ohlone Greenway Crossing Safety and Bicycle Accommodation Improvements Opportunities (N-S)

Location	Existing Conditions*							Improvement Opportunities			
	Advance Bicycle crossing signs	In-roadway Pedestrian crossing signs ("Paddles")	Ladder Crosswalk	Advance "stairstep striping"	Curb Bulbouts/ Pedestrian Refuge island	Lighting	Opportunity for bicycle improvements between Greenway and San Pablo**	Maintenance needed	Other potential improvements		
Knott	X	X	X				Bicycle Route/Shared Roadway Bicycle Markings/ Bicycle Lanes		Add lighting, curb bulbouts and approach striping		
Cutting	X	X	X			X	Bicycle Route/Shared Roadway Bicycle Markings		Add curb bulbouts and approach striping		
Hill	X	X				X	Class I sidepath on south side of street (install barrier along edge of sidewalk)		Upgrade crosswalk, add curb bulbouts and approach striping		
Blake	X	X	X			X	Bicycle Route/Shared Roadway Bicycle Markings		Add curb bulbouts and approach striping		

Existing Conditions*		Improvement Opportunities							
Location	Advance Bicycle crossing signs	In-roadway Pedestrian crossing signs ("Paddles")	Ladder Crosswalk	Advance "stairstep striping"	Curb Bulbouts/ Pedestrian Refuge island	Lighting	Opportunity for bicycle improvements between Greenway and San Pablo**	Maintenance needed	Other potential improvements
Potrero	X	X	X			X	Bicycle Route		Add curb bulbouts and approach striping
Manilla	X	X	X			(indirect)	Bicycle Route/Shared Roadway Bicycle Markings		Add curb bulbouts and approach striping, improve lighting
Schmidt	X		X		Bulbouts with domed areas and returned curbs	(indirect)	Bicycle Route/Shared Roadway Bicycle Markings		Add paddles and approach striping, improve lighting
Portola	X	- (two mounts are visible, both signs are missing)	X (faded)			(indirect)	Bicycle Route/Shared Roadway Bicycle Markings/ Bicycle Lanes	Replace missing paddle signs, restripe crosswalk	Add curb bulbouts and approach striping, improve lighting

Location	Existing Conditions*							Improvement Opportunities			
	Advance Bicycle crossing signs	In-roadway Pedestrian crossing signs ("Paddles")	Ladder Crosswalk	Advance "stairstep striping"	Curb Bulbouts/ Pedestrian Refuge island	Lighting	Opportunity for bicycle improvements between Greenway and San Pablo**	Maintenance needed	Other potential improvements		
Moeser	X	X (two mounts, one sign is missing)	X (faded)	X (faded)		X	Bicycle Route/Shared Roadway Bicycle Markings/ Bicycle Lanes	Replace missing paddle signs, restripe crosswalk and approach markings	Add curb bulbouts		
Waldo	X	X (two mounts, both signs missing)	X (faded)	X (faded)		X	Bicycle Route	Replace missing paddle signs, restripe crosswalk and approach markings	Add curb bulbouts		
Stockton	X	X (two mounts, one sign is missing)	X (faded)			X	Bicycle Route	Replace missing paddle signs, restripe crosswalk	Add curb bulbouts and approach striping		
Lincoln	X	X	X			X	Bicycle Route/Shared Roadway Bicycle Markings		Add curb bulbouts and approach striping		

Existing Conditions*		Improvement Opportunities							
Location	Advance Bicycle crossing signs	In-roadway Pedestrian crossing signs ("Paddles")	Ladder Crosswalk	Advance "stairstep striping"	Curb Bulbouts/ Pedestrian Refuge island	Lighting	Opportunity for bicycle improvements between Greenway and San Pablo**	Maintenance needed	Other potential improvements
Central	X	X (nonstandard, in median)	X		Median	X	Bicycle Route/Shared Roadway Bicycle Markings		Add approach striping
Fairmount	Advance Pedestrian Crossing signs but no bike crossing signs; has stop signs for drivers		X	X	Bulbouts and median refuge	X	Bicycle Route/Shared Roadway Bicycle Markings		Add paddles

\* "X" indicates presence of crossing elements "-" indicates need.

\*\*See Project #1: On-street Bikeways for implementation details and specific facility designation.

# Figure 15

## Bicycle Parking and End Facilities

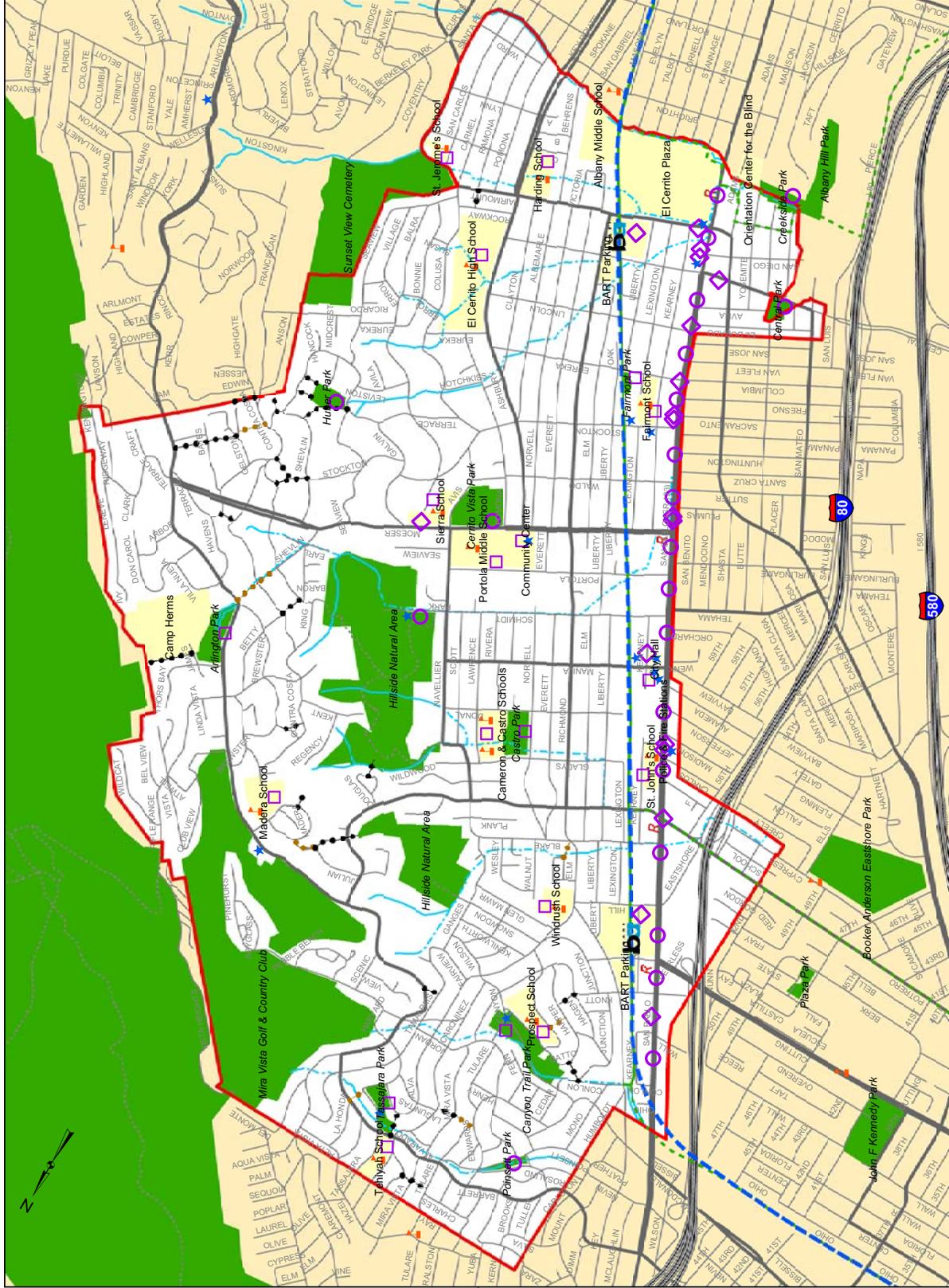
- Bicycle Parking**
  - Existing
  - Proposed
  - Proposed with Sheltered Area
- Civic Building**
- School (K-12)**
- Highway**
- Arterial**
- Local Street**
- Fire Trail**
- Bike & Pedestrian Path Existing**
- Bike & Pedestrian Path Planned**
- BART**
- BART Station**
- AC Transit Stop**
- Hillside Path/Stairway**
- Maintained**
- Unmaintained**
- Creeks and Drainage**
  - Natural
  - Concrete
  - Earth (constructed)



Note: The City of El Cerrito makes no warranty, representation, or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.

City of El Cerrito

Circulation Plan for Bicyclists and Pedestrians



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## 6 Proposed Pedestrian Routes and Improvements

### 6.1 Users

Pedestrians, including people with visual and hearing impairments and those that use wheeled mobility aids, need accessible paths and comfortable environments for traveling. Some pedestrians choose to walk for recreational or utilitarian purposes. However, many individuals walk because they are not able to use other modes of transportation. Walking is the primary mode of transportation for many children, elderly, persons with disabilities, and people that cannot afford to own or do not own a car.

### 6.2 Criteria for Selecting Pedestrian Routes

Several factors were taken into account in the designation and development of 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, accident data, 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, lighting
- Accommodating both recreational and utilitarian walking trips
- Accommodating the needs of a diverse population

### 6.3 Definition of Pedestrian Routes

Pedestrian routes are paths of travel that have a safe, accessible, and comfortable walking environment. Issues that impact pedestrian environments are often unique to specific locations. In some areas, safety and accessibility improvements are needed, including the installation of new sidewalks, striping crosswalks, or providing curb ramps. At other locations, streetscape improvements are needed to slow traffic, provide shade or vegetation, or increase lighting at night. Therefore, gathering detailed information about street and sidewalk conditions is necessary in order to recommend more specific accessibility, safety, and streetscape improvements.

### 6.4 Definition of Intersections for Improvements

Street intersections 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 visibility, 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. A more detailed inventory and analysis specific to each intersection is necessary. Possible improvements include:

- Striping
  - Stripe crosswalks with ladder or cross hatch pattern

- Move stop line back from crosswalk line
- Signage
  - Pedestrian crossing warning sign (with flashing yellow beacon)
  - “Stop Here for Pedestrians” with arrow sign
  - “Stop for Pedestrians” or “Yield to Pedestrians” signs
- Physical Design
  - Install bulb outs, refuge islands or medians, or raised crosswalks
  - Create a pedestrian overpass or underpass
  - Provide curb ramps on all corners (with two ramps per corner and 90° orientation when possible)
  - Install truncated domes as a detectable warning device at the edge of curb ramps or edge of a raised crosswalk
  - Remove on-street parking, overgrown vegetation, or other obstacles that limit visibility
  - Remove pedestrian crossing prohibitions
- Intersection Operations
  - Adjust signal timing (lengthen pedestrian time to cross or give pedestrians a head start)
  - Restrict right turn on red
  - Install pedestrian countdown signals
  - Install updated pushbuttons with auditory signals and vibrotactile devices

## 6.5 Proposed Pedestrian Routes and Improvements

**Figure 16** displays the proposed pedestrian network for the City of El Cerrito. Additionally, **Figure 17** shows intersections identified during the planning process as having safety concerns. These intersections will be prioritized for improvements. Detailed descriptions of each pedestrian route are given below. Descriptions begin with north-south routes and continue with east-west routes.

### Arlington Boulevard Pedestrian Route



**Links to facilities:** Madera School, Mira Vista Country Club, Arlington Park, Camp Herms, AC Transit Bus Stops

**Implementation:** Provide an accessible route by improving sidewalks and curb ramps, especially between Arlington Park, Madera School, and Mira Vista Country Club. Improve bus stop locations to enable wheelchair users to disembark from the bus. Improve crossings at Cutting Boulevard, Rifle Range, and the mid-block crossing at Arlington Park.

# Figure 16

## Proposed Pedestrian Routes

-  Proposed Pedestrian Route
-  Proposed Park Trail Connector
-  Civic Building
-  School (K-12)
-  Traffic Signal
-  Highway
-  Arterial
-  Local Street
-  Fire Trail
-  Bike & Pedestrian Path Existing
-  Bike & Pedestrian Path Planned
-  AC Transit Stop
-  BART
-  BART Station
-  Hillside Path/Stairway
-  Maintained
-  Unmaintained
-  Creeks and Drainage
-  Natural
-  Concrete
-  Earth (constructed)



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City of El Cerrito

Circulation Plan for Bicyclists and Pedestrians

# Figure 17

## Intersections for Improvement

- Intersection Needing Improvement
- Civic Building
- School (K-12)
- Traffic Signal
- Highway
- Arterial
- Local Street
- Fire Trail
- Bike & Pedestrian Path Existing
- Bike & Pedestrian Path Planned
- AC Transit Stop
- BART
- BART Station
- Hillside Path/Stairway
- Maintained
- Unmaintained
- Creeks and Drainage
- Natural
- Concrete
- Earth (constructed)



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City of El Cerrito  
 Circulation Plan for Bicyclists and Pedestrians

## Navellier Street Pedestrian Route

**Links to facilities:** Hillside Natural Areas, Recycling Center, Portola Middle School, Sierra School, Cerrito Vista Park

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. Improve the intersection at Avis Drive and Moeser Lane.



## Ashbury Avenue Pedestrian Route



**Links to facilities:** Harding School, El Cerrito High School, Community Center, Portola Middle School, Cerrito Vista Park, Contra Costa Civic Theater

**Implementation:** Install sidewalk on west side of Ashbury Avenue between Moeser Lane and Waldo Avenue. There are utility poles in the path of the sidewalk that limit the sidewalk width and make it difficult to pass between Stockton Avenue and Moeser Lane. Consider moving the utilities underground or extending the sidewalk around the poles.

Implement improvements at intersection of Stockton Avenue including: painting crosswalks on all legs of the intersection, moving fire hydrant that blocks a curb ramp on the northeast side, calming traffic to slow vehicular traffic on Stockton Avenue, and intersection reconfiguration to reduce cross slope of crosswalk. Additionally, improve intersections at Fairmount Avenue and Moeser Lane.

## Richmond Street Pedestrian Route

**Links to facilities:** AC Transit Bus Stops, Plaza BART

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps.



## Ohlone Greenway



See Proposed Bikeways for additional details on the route and recommended improvements for both bicyclists and pedestrians. Additionally, the access paths from Eureka are steep and not ADA accessible. Realignment of the paths will create a more gradual approach to the Ohlone Greenway. Improve crossings at Central Avenue and Stockton Avenue. Build a connection to the Richmond Greenway, when it is completed.

## San Pablo Avenue Pedestrian Route

**Links to facilities:** Commercial areas along San Pablo Avenue (especially Plaza Shopping Center, ACE Pastime Hardware, Safeway and Longs, future “Mill and Lumber” Development, Natural Grocery, del Norte Place), Orientation Center for the Blind, Plaza Shopping Center, Post office, City Hall, AC Transit Bus Stops, del Norte BART station, St. John’s School

**Implementation:** Work with Caltrans to analyze and improve crossings at Carlson Boulevard, Central Avenue, Stockton Avenue, Moeser Lane, Manila Avenue, Hill Street/Eastshore Boulevard, and Cutting Boulevard. Consider removing the prohibitions of pedestrian crossings, installing pedestrian countdown signals, reconfiguring lanes, and lowering the speed limit to 30 mph (which is consistent with the speed limit in Berkeley and Albany). Possibly prohibit vehicular right turn on red movements at select intersections since right turning vehicles are often focused on oncoming traffic and do not see pedestrians crossing from the right. Utilize Caltrans’ repaving project in 2005 as an opportunity to implement these pedestrian improvements. Also, develop streetscape improvements, especially in coordination with redevelopment along the San Pablo Avenue corridor. Explore potential for Caltrans’ relinquishment of control of sidewalks to the City of El Cerrito.



## Cerrito Creek Greenway



See Proposed Bikeways for additional details on the route and recommended improvements for both bicyclists and pedestrians.

## Fairmount Avenue and Colusa Avenue Pedestrian Route

**Links to facilities:** El Cerrito High School, Harding Elementary, St. Jerome's School, Plaza BART station, El Cerrito Plaza Shopping Center, Post Office, East Fairmount commercial area

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps between the Ohlone Greenway and Colusa. Improve intersections with Ashbury Avenue and Albemarle, including repairing pavement in the crosswalk.



## Central Avenue Pedestrian Route



**Links to facilities:** El Cerrito High School, Plaza BART station, Point Isabel

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. Improve the crossing at Ohlone Greenway and San Pablo Avenue. See Proposed Bikeways section for additional details on route improvements.

## Stockton Avenue Pedestrian Route

**Links to facilities:** Fairmount School, Open House Senior Center, El Cerrito library, East Stockton Avenue commercial area

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. Improve the intersections with Ashbury Avenue, Ohlone Greenway, San Pablo Avenue.



### Moeser Lane Pedestrian Route



**Links to facilities:** Portola Middle School, Sierra School, Community Center, Cerrito Vista Park, Contra Costa Civic Theater

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. The provision of sidewalks is especially needed east of Seaview Drive. Improve intersections with Navellier Street/Avis Drive, Ashbury Avenue, and San Pablo Avenue.

### Schmidt Lane Pedestrian Route

**Links to facilities:** Recycling Center, South Hillside Natural Area, future Mill and Lumber Site mixed use development

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps.



### Potrero Avenue Pedestrian Route



**Links to facilities:** Western El Cerrito neighborhood, Hillside Natural Area

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps.

### del Norte Area Pedestrian Routes (Cutting Boulevard and Hill Street)

**Links to facilities:** del Norte BART Station, Widrush School, Commercial area on east and west sides of San Pablo Avenue

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. Improve the intersections of San Pablo Avenue with Hill Street and Cutting Boulevard as well as Key Boulevard/Hill Street/Elm Street. Coordinate with the vision and implementation of del Norte Design Guidelines.



## Barrett Avenue Pedestrian Route



**Links to facilities:** Tehiyah Day School, Tassajara Park, Poinsett Park, AC Transit Bus stops

**Implementation:** Provide an accessible, clear, and smooth path of travel for pedestrians by installing or repairing sidewalks, crosswalks, and curb ramps. Improve bus stop locations to enable wheelchair users to disembark from the bus. Improve the intersection at Barrett Avenue and Tassajara Avenue.

## Park Trail Connector

El Cerrito's parks and open spaces are community assets used for recreation appreciation and enjoyment of nature. Developing a route that connects the parks, in coordination with improving park access, will promote use of the parks and enhance pedestrian environments on streets and trails.



**Links to facilities:** del Norte BART, Canyon Trail Park (and Prospect Sierra School), Hillside Natural Area North, Hillside Natural Area South, Arlington Park, Camp Herms, Wildcat Canyon Park, possible future connections to Huber Park and Creekside Park

**Links to other routes:** Ohlone Greenway, Canyon Trail Park Trail, Hillside Natural Area fire roads and foot trails, hillside pathways/stairs, possible future connections to Fairmount Avenue and Cerrito Creek Greenway

**Implementation:** Rezone to open space those properties that are potential links between existing park areas to open space. Purchase undeveloped properties bordering the Hillside Natural Areas in order to enhance trail connections. When purchase is not an option, consider request for public easement. Develop proper marking and signage for trails and on-street sections. Improve mid-block and intersection crossings and sidewalks for on-street portions of the route. As a first phase, connect Hillside Natural Area North and Hillside Natural Area South. Make as-needed improvements to sidewalks and hillside paths/stairs as trail is developed.

## Hillside Pathways and Stairs



The City owns public right of way for over 25 hillside paths and stairways. However, the City maintains only seven of the pathways. The hillside pathways provide pedestrian connections between neighborhoods, parks, and schools. Improving the paths can improve access and promote walking in hillside neighborhoods across the city.

**Implementation:** Search of public right of way and fieldwork to determine the condition of existing paths. Recommend improvements or increased maintenance plan for various pathways. Prioritize paths for improvements. Paths that are near schools, near parks, or part of future trails or routes should be given priority for regular maintenance. Name and post street signs to designate paths.



**Image 4 Hillside Pathways and Stairs**

### Pedestrian Facilities

There are several facilities and amenities that enhance the walking environment for pedestrians. These facilities increase comfort, especially for seniors and disabled individuals. The following facilities should be considered for installation when pedestrian routes are improved:

- Benches, especially along trails
- Handrails, especially for hillside paths
- Restroom, possibly located along Ohlone Greenway at Moeser, along Ohlone Greenway at Baxter Creek Gateway, and at the Recycling Center for Hillside Natural Area users

### Americans with Disabilities Transition Plan

Title II of the Americans with Disabilities Act (ADA), which was enacted by Congress in 1990, requires local governments to prepare a Transition Plan for ADA compliance. The plan must include documentation of existing physical barriers that limit access to and use of programs, services and activities, a description of how the local government plans to make facilities accessible, and a schedule for implementation. The government must provide an opportunity for individuals, including those with disabilities, to participate in the planning process and plan development.

This Circulation Plan is a continuation of efforts by the City of El Cerrito to improve accessibility for individuals with disabilities. Additionally, it is a step towards the Transition Plan and will provide background information, particularly pertaining to improving sidewalks and other transportation infrastructure. However, a more detailed inventory of existing conditions and plan for transition to compliance are required. Field surveys of public rights-of-way will include verification of sidewalk widths, slopes and cross-slopes, changes in level, overhead hazards, and documentation of curb ramps. The inventory will also assess access to public facilities, including civic buildings, parks, and schools. Survey results will be reported and improvements will be prioritized for implementation. Development and implementation of the Transition Plan is a key next step towards improving conditions for pedestrians, including people with disabilities.

## 7 Proposed Areas for Improvements

In addition to the bicycle and pedestrian networks, there are specific areas or zones where bicycle and pedestrian activity is concentrated. Given the high number of users in these areas, special attention should be given to providing access for bicyclists, pedestrians, and disabled individuals. Therefore, improvements to enhance safety, comfort, and accessibility can be prioritized for these designated areas. **Figure 18** shows the proposed areas for improvements including activity centers, schools, and parks.

The General Plan identifies three major activity centers: El Cerrito Plaza Area, Del Norte Area, and the Midtown Area. “These three major activity centers are envisioned as pedestrian friendly, mixed-use villages, with ground floor retail uses and upper floors of office and residential uses.”<sup>8</sup> With the pedestrian friendly designation, the City hopes to create an environment that places an emphasis on the pedestrian, bicycle, and public transit systems in order to improve the “quality of life” for residents. The General Plan Appendix C presents future development concepts and design guidelines for each of the three areas, including recommendations for transportation and circulation. Additionally, the del Norte area has received further attention through the development of specific Design Guidelines (adopted 2004), which recommend development and infrastructure changes to support an urban village and transit hub. Therefore, this Plan simply highlights the key transportation access issues for each activity center.

### 7.1 Plaza Area

The Plaza area includes key destinations such as the El Cerrito Plaza Shopping Center, El Cerrito Plaza BART station, San Pablo Avenue commercial district, and Cerrito Theater. San Pablo Avenue and the Ohlone Greenway are two routes that provide connections to Albany and northern El Cerrito. Fairmount Avenue, Central Avenue, and the Cerrito Creek Greenway are major east/west routes that provide connections to the residential area west of San Pablo Avenue and the commercial district at the east end of Fairmount Avenue.

#### **Implementation:**

- The El Cerrito Plaza Shopping Center was cited by various groups (including disabled, blind, and elderly) as not pedestrian friendly because of distance between stores and poor walking environment. Work with the property manager to improve the pedestrian environment, including the installation of truncated domes at intersections between the pedestrian and vehicular paths. Consider design improvements on the Ohlone Greenway to increase personal safety. Additionally, with future development at the Plaza, consider creating a more direct connection or pathway between the BART station and the shopping center.
- The Fairmount Avenue Streetscape improvements have created a safer and more comfortable walking environment between the Ohlone Greenway and San Pablo Avenue. Extend streetscape improvements further east on Fairmount Avenue to Harding School and the east end commercial district.
- Improve access to the BART station, particularly the visibility of crosswalks and the Ohlone Greenway crossing at Fairmount Avenue and Central Avenue. Consider a pedestrian activated flashing yellow beacon to warn motorists of the pedestrian crossing.

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<sup>8</sup> City of El Cerrito, General Plan, 1999.

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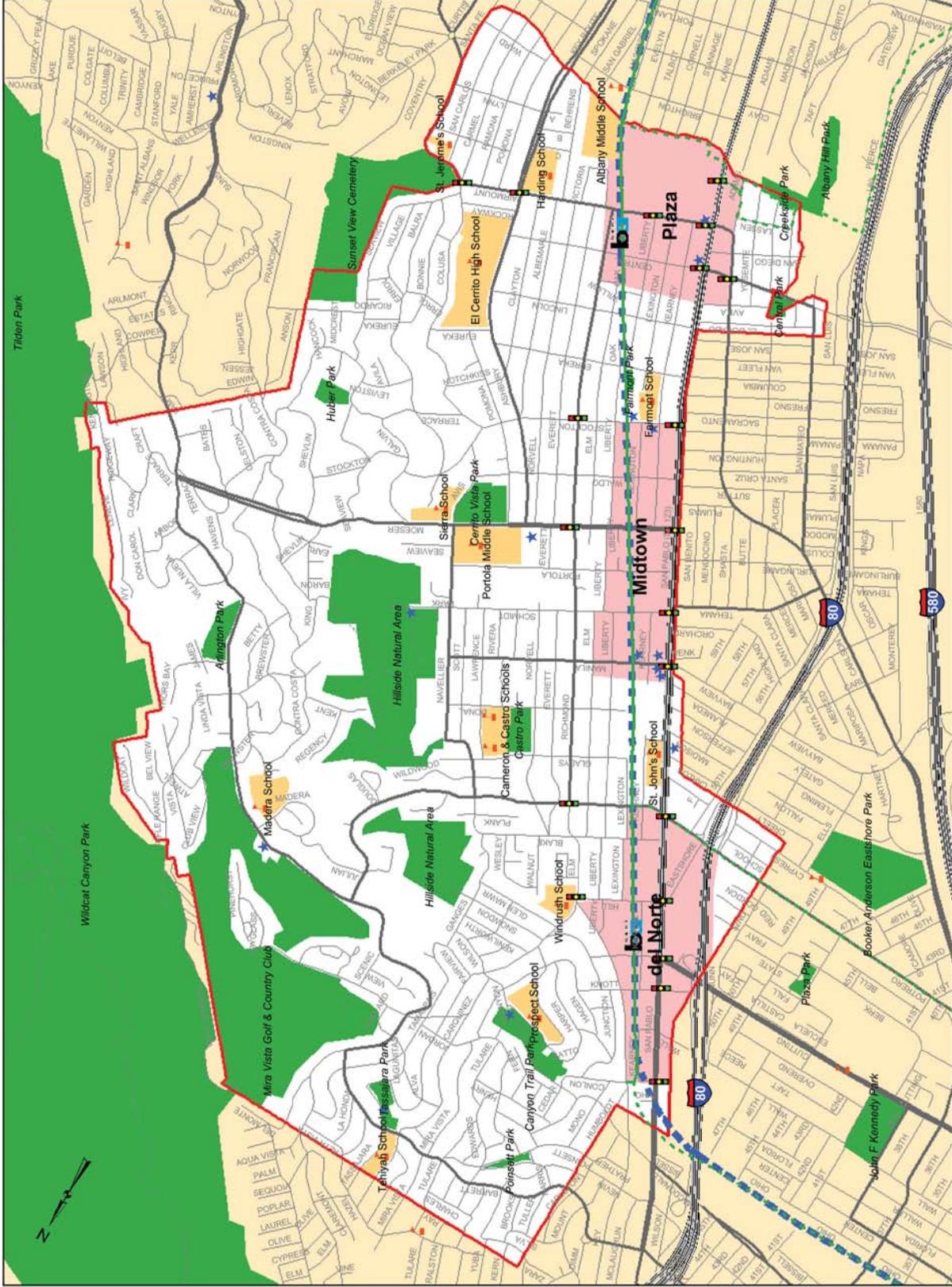
# Figure 18

## Proposed Areas for Improvement

- Activity Center
- School Area
- Park
- Civic Building
- School (K-12)
- Highway
- Arterial
- Local Street
- Fire Trail
- Bike & Pedestrian Path Existing
- Bike & Pedestrian Path Planned
- BART
- BART Station

0 0.25 0.5 Miles

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- The intersections of San Pablo Avenue with Carlson Boulevard and Central Avenue have high pedestrian activity. Investigate pedestrian improvements at these intersections, including pedestrian countdown signals, removal of pedestrian prohibitions, and increased time for the pedestrian phase.

## 7.2 Midtown

The Midtown area includes El Cerrito City Hall, Public Safety Building, Department of Motor Vehicles (DMV), San Pablo Avenue commercial district (i.e. Safeway, Longs Drugs, and Marshalls), and the new “Mill and Lumber” mixed-use development. San Pablo Avenue and the Ohlone Greenway are two routes that provide north/south connections. Moeser Lane and Schmidt Lane connect the Midtown area to the Community Center, Cerrito Vista Park, Sierra School, Portola Middle School, Recycling Center, and Hillside Natural Area.

### Implementation:

- Improve pedestrian crossings at the intersections of San Pablo Avenue with Manila Avenue and Moeser Lane. Consider pedestrian countdown signals, removal of pedestrian prohibitions, and increasing the pedestrian phasing.

## 7.3 del Norte Area

The del Norte Area includes key destinations such as the del Norte BART station, San Pablo Avenue commercial district, and a mixed-use housing and retail development known as del Norte Place. San Pablo Avenue and the Ohlone Greenway are two routes that provide connections to Richmond and southern El Cerrito. Cutting Boulevard and Eastshore Boulevard provide east/west connections to I-80 and I-580 interchanges and the residential neighborhood on the west side of San Pablo Avenue.

### Implementation:

- The intersections of San Pablo Avenue with Cutting Boulevard and Eastshore Boulevard/Hills Street and Hill Street/Elm Street/Key Boulevard raise particular concerns for pedestrian safety and access. Investigate possible improvements such as pedestrian countdown signals, removal of pedestrian prohibitions, and extended crossing times for pedestrians.
- Several people cited personal pedestrian safety as an issue along the Ohlone Greenway in the del Norte area. Consider improving lighting, clearing vegetation, and increased patrol to ensure that Greenway users are safe.
- The del Norte Area Design Guidelines highlight several pedestrian improvements, including an Esplanade to connect western El Cerrito to the BART station. In addition to the pedestrian improvements, develop bicycle facilities to increase access to the BART station and connections to western El Cerrito and Richmond neighborhoods.

In addition to these major mixed-use activity centers, the areas around schools and parks also pose specific concerns for bicycle and pedestrian access.

## 7.4 School Areas

There are thirteen schools located within the City of El Cerrito. Along with the administration and classroom facilities, the school grounds often include playgrounds, parks, and recreational areas, which are also used by the public. When the school day begins and ends, the streets and sidewalks around each school are bustling with activity. Students, parents, staff, teachers, and administrators all arrive and depart the school grounds within a brief period of time. As a result, there are often conflicts between motorists, bicyclists, and pedestrians. This is especially a concern because young children and youth are present. Section 9, *Programs*, outlines and recommends the development of a Citywide Safe Routes to School Program. A more detailed

investigation of transportation issues for each school is required. However, there are some improvements that should be prioritized, such as providing a complete and well-connected sidewalk or path for major routes leading to the school, updating the signage and striping to alert motorists of the presence of school children, and enforcing traffic patterns in pick up and drop off areas.

## 7.5 Parks

There are approximately 181 acres of publicly owned recreational and open space facilities in El Cerrito. This includes 31.6 acres of City-owned parks, 99.9 acres of City owned “open space” facilities, and other recreational facilities. Additionally, there are over 200 acres of privately-owned and utility-owned open space. These facilities attract many users for activities such as walking or jogging, playing tennis or other sports, and enjoying nature.

### **Implementation:**

- Provide short-term bicycle parking at all City parks and facilities.
- Enhance signage to promote use of the park and other recreational facilities.
- Expand the maintenance of hillside paths and stairways, fire trails, and other park trails.
- Improve pedestrian access to all parks. Possibly provide mid-block crossings or other signage and striping details to alert motorists of these high activity areas.
- Connect parks with a new Park Trail Connector Pedestrian Route.

## 8 Design Guidelines

Design guidelines supplement and expand on existing design standards in order to ensure consistency within and across jurisdictions, promote safe practices, address local concerns, and create a comfortable environment for walking and biking. Design guidelines are recommendations that can serve as models and be applied in appropriate situations.

Although it is beyond the scope of this Plan to prescribe pedestrian and bicycle design guidelines for the City of El Cerrito, several design issues emerged during the background research, data gathering, and public participation process for this Plan. These concerns and recommendations are documented below. In addition, supplemental design guidelines are provided in Appendix F and Appendix G.

### 8.1 Local Bicycle and Pedestrian Design Issues

#### Route Designations and Improvements Design

- Comply with ADA Guidelines including sidewalk widths, curb cuts, and truncated domes
  - Whenever possible, provide two curb ramps at every corner for 90° crossings
  - Install truncated domes as a detectable warning device at the edge of curb ramps or edge of a raised crosswalk
  - Provide a delineated and clear path of travel, especially through parking lots and parks
  - Consistently place ramps and push buttons throughout the City
- Locate parking behind buildings in order provide better pedestrian access from the sidewalk to the building's entrance
- Do not install a striped bike lane behind diagonal on-street parking
- Typical roadway section for a 40' local street with bike lanes:
  - 8' parking – 5' bike lane – 11' traffic – 11' traffic – 5' bike  
(side of street for parking is not determined)

#### Signage

- Post signs to designate pedestrian routes, bikeways, hillside paths or stairways, and park entrances. Use appropriate signage and striping based on Manual on Uniform Traffic Control Devices (MUTCD) standards and Contra Costa County Trail Design Resource Handbook.
- Provide directional signs with mileage to key locations on bikeways, pedestrian routes, and trails
- Before installing stop signs along bicycle routes, consider alternative traffic calming measures that are friendlier for bicyclists.

#### Signals

- Install pedestrian countdown signals at all signalized intersections that are updated or newly installed.
- Install updated pushbuttons with auditory signals and vibrotactile devices at accessible locations at all signalized intersections that are updated or newly installed.
- Provide bicycle detection at signals that operate on actuation. Priorities for bicycle detection include: Fairmount Avenue & Ashbury Avenue, Richmond Street & Moeser Lane, Richmond Street & Potrero Avenue, Elm Street & Hill Street, San Pablo Avenue & Carlson Boulevard, San Pablo Avenue & Central Avenue, San Pablo Avenue & Potrero Avenue.

#### Streetscape Improvements

- Plant street trees to provide shade while taking into consideration the potential damage to sidewalks caused by tree roots.
- Provide benches for rest along trails and streets.

## 8.2 Summary of Relevant Design Guidelines and Policies

This list only touches on many of the issues that must be taken into account when designing bicycle and pedestrian facilities. However, several other local and regional plans include elements or sections with design guidelines for bicycle and pedestrian facilities. These documents can serve as a resource during the design of facilities in El Cerrito.

### Local

- City of El Cerrito's General Plan (1999)
  - Appendix C: Design and Development Guide
- Fairmount Avenue Streetscape Master Plan (2002)
- Design Guidelines for El Cerrito del Norte Area (2004)

### Regional

- Metropolitan Transportation Commission Regional Bicycle Plan (2001)
  - Regional Bicycle Plan Toolbox
- Contra Costa Countywide Bicycle and Pedestrian Plan (2003)
  - Appendix A: Bicycle Planning and Design
  - Appendix B: Pedestrian Planning and Design
- Contra Costa County Trail Design Resource Handbook (2001)
- Alameda Countywide Bicycle Plan (2001)
  - Chapter 6: Design Guidelines and Best Practices
- City of San Francisco Bicycle Plan Update (2003)
  - Supplemental Design Guidelines

Additionally, there are several research reports and documents related to design guidelines, traffic calming measures, and accessibility issues. Below is a selected list of these resources.

- Walkable Streets Toolkit for Oakland, 2004. Urban Ecology.
- Guide to the Development of Pedestrian Facilities, 2000. American Association of State Highway and Transportation Officials (AASHTO).
- Guide for the Development of Bicycle Facilities, 1999. American Association of State Highway and Transportation Officials (AASHTO).
- Traffic Calming: State of the Practice. 1999. Institute of Transportation Engineers (ITE).
- Designing Sidewalks and Trails for Access, Part One- Review of Existing Guidelines and Practices. 1999. Federal Highway Administration (FHWA).
- Designing Sidewalks and Trails for Access, Part Two- Best Practices. 2001. Federal Highway Administration (FHWA).

## 9 Programs

Route designation and design are the foundation of bicycle and pedestrian networks. However, the use of new and improved facilities is enhanced by accompanying programs that inform and educate users, enforce policies, and maintain infrastructure. Below are recommendations for programs for the City of El Cerrito to initiate, enhance, or continue through direct sponsorship or indirect support. Many programs are comprehensive and incorporate elements of policy, design, enforcement, education, and infrastructure maintenance. Implementation of these programs depends on funding, availability of City staff, and coordination with other groups and organizations.

### 9.1 Education, Enforcement and Encouragement

#### Promote Walking

Although improvements to pedestrian routes will promote walking, it is also important to inform residents of the improvements and the benefits of walking. Specifically, walking and jogging have many health benefits, including weight loss and reducing the risk of chronic diseases including cancer, diabetes, and heart disease. For the 20.1% of Contra Costa County adults who are obese, walking and other forms of physical activity are essential to a healthier lifestyle.<sup>9</sup>

#### *Education Recommendations:*

- Publish 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.
- Post signs to highlight pedestrian routes and guide pedestrians to key destinations.
- Encourage and support the use of walking routes for charity walks, school events, or races.

#### Promote Safe Bicycle Riding

With new bicycle facilities, it is important to encourage safe riding practices while promoting biking as an alternative mode of transportation. In the past, the City of El Cerrito has participated in the regional Bike to Work Day by hosting an "energizer station." Additionally, the El Cerrito Municipal Code requires that bicycles be registered. However, the registration program has not been active because of staff limitations.

#### *Education Recommendations:*

- 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.
- Post signs to highlight bikeways and guide bicyclists to key destinations.
- Enhance the "Bike to Work Day" program by promoting the day, particularly among City employees. Coordinate with the regional Bike to Work Day program to publicize and promote the event in El Cerrito.

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<sup>9</sup> Lund, Laura E., Sharon B. Sugerman, Susan B. Foerster, "Prevalence of Obesity and Healthy Weight in California Counties, 2001," California Department of Health Services, Center for Health Statistics, June 2004.

- Coordinate with the East Bay Bicycle Coalition 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.

#### *Enforcement Recommendations*

Reinstate the bicycle registration program through the Police Department. Offer a period of free bicycle registration to encourage bicycle owners to register their bike. Distribute safety information and maps to individuals that register their bicycles with the City.

#### *Encouragement Recommendations*

“Earn a Bike” Program: This program could be integrated into Safe Routes to Schools or could be run as a stand-alone effort through a local bike shop. School-aged children work in a cooperative bike shop setting to earn a bicycle through their own efforts.

## 9.2 *Safe Routes to School*

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. This program can bring together West Contra Costa County Unified School District and private school administrators and staff, parents, students, and City staff and officials.

#### Design Recommendations

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. Also, identify areas for safe and secure long term bicycle parking. Determine solutions for existing problems and potential funding sources for implementing improvements.

#### Education Recommendations

Distribute information to teachers, parents, and students about the following 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”

#### Enforcement Recommendations

The police department should be a visible presence during school pick up and drop off periods, ticketing violators of traffic regulations in school zones, including speeding, illegal parking, not stopping for pedestrians in the cross walk, and U-turns.

## 9.3 *Safety*

#### Discourage unsafe driving behaviors

Speeding, not stopping for pedestrians in the crosswalk, and illegal parking are all vehicular issues that impact the safety of bicyclists and pedestrians. Speeding is particularly a problem on streets with large volumes of cut through traffic (such as San Pablo Avenue, Arlington Boulevard, Richmond Street, Stockton Avenue, and Moeser Lane). Not stopping for pedestrians in the crosswalk is especially a danger in commercial districts, school zones, park entrances, and near transit stops or stations. The City currently has a policy and procedure for

requesting, evaluating, and installing speed humps, which is one traffic calming measure. Additionally, bulb outs are planned or installed at several locations in the City to slow traffic speeds.

#### *Design Recommendations*

Expand the traffic-calming program by adopting design guidelines or a toolkit of traffic calming techniques that can be used throughout the entire City. Work with developers to consider traffic calming improvements as part of their development project. Work with residents to use appropriate traffic calming techniques on local residential streets.

#### *Enforcement Recommendations*

Have El Cerrito Police Department regularly monitor and penalize motorists that do not obey traffic rules and regulations, especially those that impact the safety of bicyclists and pedestrians.

#### Increase personal safety on Ohlone Greenway

With reported criminal activities along the Ohlone Greenway, many El Cerrito residents are concerned about their personal safety while walking or biking on the trail. Several participants in the planning process even reported not using the path or allowing children to use the path because of fears of criminal activity. Several people were particularly concerned with the area around the del Norte BART station. El Cerrito Police has increased patrol of the Ohlone Greenway in recent years.

#### *Design Recommendations*

Support the redesign of the Ohlone Greenway that combines the bicycle and pedestrian path, reduces hiding spots for criminals, and encourages activities along the length of the trail. Install call boxes along the path with direct access to the police.

#### *Enforcement Recommendations*

Increase vehicular and bicycle patrols to deter criminals and provide users with a sense of safety.

## **9.4 Maintenance and Spot Improvements**

#### Intersection and Bikeway Spot Improvement Program

The City should ensure that a mechanism exists to evaluate the bicycle network, to alleviate potential hazards and to improve conditions for non-motorized users at specific intersections and locations. Training should be provided if necessary to ensure that public works crew recognizes bicycle hazards such as improperly designed or placed drainage grates, overhanging tree limbs, signal timing problems (e.g. green phase too short), etc. Bicycle routes should be included in the Capital Improvements Program for repaving and other maintenance.

#### *Policy Recommendations:*

- Integrate Pedestrian and Bicycle Maintenance into DPW Maintenance Requests: Maintenance of bicycle facilities should be incorporated into the Department of Public Works non-emergency maintenance requests.
- Periodically Analyze Pedestrian and Bicycle Accident Data: The city should evaluate bicycle accident data on an annual basis to determine if any specific intersection locations appear to have higher accident rates that could be due to design problems.

#### Repair of Sidewalks, Crosswalk, and Curb Ramps

Tree roots, regular use, seismic activity, and weather contribute to the deterioration of public infrastructure. Uneven sidewalks, broken asphalt in crosswalks, and lack of curb ramps are hazardous and limit mobility for pedestrians.

#### *Maintenance Recommendations*

The Public Works Department should institute a program to regularly improve and repair conditions that are uniquely unfavorable to pedestrians, such as uneven sidewalks, broken asphalt in crosswalks, and install new curb ramps. Additionally, this program may include a public internet-based form that allows residents to request maintenance work.

#### *Policy Recommendations*

Training should be provided if necessary to ensure that public works crew recognizes pedestrian hazards. Pedestrian routes should be included in the Capital Improvements Program for repaving and other maintenance.

#### Eliminating Sidewalk Hazards

Parking vehicles, displaying of merchandise and signs, and using bikes or scooters on the sidewalk pose particular obstacles for pedestrians. It is especially difficult for people with visual or mobility impairments to sense and maneuver around these hazards. The zoning ordinance prohibits blocking the sidewalk by temporary signs, merchandise, and parked vehicles (11.40.030).

#### *Policy Recommendations*

Amend the El Cerrito Municipal Code to prohibit riding a bicycle on the sidewalk, except for juveniles and police officers and specifically allowed (signed) segments.

#### *Education Recommendations:*

- Inform business owners about the zoning ordinance, possibly with a flyer or handout that accompanies information on their business license renewal.
- Encourage bicyclists to ride on the street during bicycle education classes for adult cyclists.

#### *Enforcement Recommendations:*

- The Building Code officer should work with retailers and eliminate the merchandise displays or signs in the pedestrian path of travel.
- The Police Department should ticket vehicles parked on the sidewalk.

#### Overgrown Vegetation On Sidewalks And Planting Strips

Overgrown vegetation is an obstacle that limits or blocks the path of travel for pedestrians on the sidewalk or bicyclists traveling in the curb lane.

#### *Education Recommendations*

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. Possibly organize a “Trim Your Shrubby Day” with the help of neighborhood associations and environmental groups.

#### *Maintenance Recommendations*

If residents do not respond to requests to maintain the vegetation in front of their property, the public works department should trim vegetation and create a clear path of travel in the public right of way.

#### Enhance the Walking and Biking Environment

Blank walls, undistinguishable landscapes, and poor lighting create uninviting environments for bicyclists and pedestrians. Streetscape improvements can help to promote walking and biking by making an area more visually attractive and inviting.

#### *Design Recommendations*

Include street trees, planter strips, lighting, and other appropriate street furniture and landscaping when improving both bikeways and pedestrian routes. This is especially important around the activity centers (See Section 7 *Proposed Areas of Improvement*).

# 10 Implementation

Implementation of this Circulation Plan requires a commitment over the next 20 years to invest in improvements for bicyclists, pedestrians, and disabled individuals. Given the limited resources of the City, elements of the Plan must be prioritized for future implementation.

There are several *comprehensive priorities* that will enhance this Plan and further advance the development of safe and accessible walking and biking routes in El Cerrito. First, as part of the preparations for the ADA Transition Plan, there has been a complete inventory of the existing conditions within the public right-of-way along pedestrian routes. This inventory commenced in early 2005 and included identifying locations of curb ramps, obstructions in the path of travel (utilities, trees, new racks, etc.), severe cross slopes, vertical offsets, and missing segments of sidewalks. Additionally, there will be documentation of the access to parks, public buildings, and school areas. With this detailed information, the City will be able to better prioritize routes and locations for pedestrian improvements.

Second, developing and adopting Citywide Design Guidelines would show model designs for both bicycle and pedestrian facilities. This resource will ensure consistent, safe, and accessible designs for improvements within the City and will be a valuable resource throughout the implementation of this Circulation Plan. Programs as described in Section 9 are also viewed as comprehensive priorities that should be implemented in coordination with planned bikeway and pedestrian route improvements. Similarly, the provision of bicycle and pedestrian facilities (i.e. bicycle parking, restrooms, and benches) should be part of future improvement plans.

## 10.1 Project Prioritization and Implementation Strategies

In addition to these overarching priorities, there are specific *bicycle improvements, pedestrian routes and intersections* identified in the Plan that must be prioritized for implementation.

Bikeways, pedestrian routes, and intersections for improvement were subjectively evaluated based on the following prioritization criteria:

- Importance of improvement as a connector between destinations, routes, and other transportation modes
- Location within an activity center, underserved area, or near a park or school
- Current and projected levels of demand in the area
- Need for improvement based on safety and accessibility concerns
- Relation or coordination with other projects
- Feasibility and ease of implementation
- Cost of implementation
- Availability of potential funding sources

The City plans to streamline the implementation process for both bicycle and pedestrian improvements whenever possible. This may include completing one feasibility study or environmental review that encompasses several routes. Additionally, in some situations, it may be more effective to link bicycle and pedestrian improvements for funding and implementation purposes or to build them as a part of larger projects or ongoing maintenance. Therefore, priorities are flexible, depending upon opportunities to efficiently and effectively use available resources to implement elements of the Plan.

Successful implementation of this Circulation Plan will require continued investment of time and resources over the next 20 years. Although it is expected that much of the work will be handled by consultants, a City staff member must coordinate the continued planning and implementation process. This person must work primarily with the Community Development Department and Public Works Department to pursue possible funding sources, community with departments citywide, oversee and manage the work done by consultants, ensure progress towards full implementation of the plan, and continue to work with community members throughout the implementation process.

### Bicycle Improvements Projects Implementation Strategy and Cost Estimates

As described in Section 5, *Proposed Bikeway Designations and Improvements*, the bicycle improvements in this plan have been grouped into five discrete, fundable packages: Bikeways, Bicycle Detection, Bicycle Parking, Wayfinding Signage, and Ohlone Greenway Crossing Improvements. The basic project groupings have been retained in a modified form for the purposes of implementation, as described below.

Because each of these five projects is distinct in its purpose, phasing, and implementation challenges, prioritization of the projects relative to each other is challenging. As such it is assumed that each project will be pursued on an equal priority basis as funding and implementation opportunities arise. Each project contains a phasing and prioritization strategy for the specific improvements detailed within that project, as appropriate, per the criteria described in the preceding section. This prioritization is intended to help guide project scoping in the absence of complete funding for a particular project.

Based on the 5-year timeline dictated by BTA requirements, each project below should follow these steps prior to construction:

- Project identification based on phased strategy (as appropriate)
  - Identify improvements that can be implemented as a part of a larger capital project or through routine maintenance (e.g. street resurfacing)
  - Identify remaining improvements that require a stand-alone project
- Secure funding for stand-alone project
- Identify specific improvements based on available funding and improvements priorities (as appropriate)
- Final feasibility study and preliminary design, including analysis of traffic and parking
- Environmental review
- Design
- Construction and Implementation

As noted above, specific bicycle improvements may require additional analysis and coordination with other jurisdictions or agencies as a part of this process. Identification of specific priority improvements within the limits of available funding may be completed as a part of the final feasibility study process.

#### *Project #1: Bikeways*

##### *Phase I: Implement Class II and Class III “Shared Roadway Bicycle Marking” Bikeways as a Part of Scheduled Roadway Repaving or Reconstruction*

Bikeways that require lane striping or stenciling that are proposed on roads scheduled to be repaved in the next five years can be installed as a part of scheduled roadway maintenance. Cost estimates for those larger roadway projects should be adjusted to reflect the costs of including the bicycle improvements in the project.

*Phase II: Implement Remaining Class II and Class III “Shared Roadway Bicycle Marking” Bikeways*

Bikeways that require lane striping or stenciling that are proposed on roads not scheduled to be repaved in the next five years can be installed as a part of a stand-alone project.

Class III “Signage Only” Bikeways require only signage for implementation and have no relationship to the City’s planned Capital Improvements Projects schedule or other capital projects. These bikeways should be installed as a part of the Wayfinding project. See “Project #4: Wayfinding Signage” for implementation details.

As shown in **Table 9**, bikeways are given a priority ranking of A, B, or C. Bikeways listed as an ‘A’ priority are north-south or east-west “spines” of the bikeway network and have the highest priority for implementation. Priority ‘B’ bikeways are key connectors to destinations such as transit and commercial areas and are slated for mid-term implementation. Finally, priority ‘C’ bikeways are seen as important improvements but serve fewer users or connect to fewer destinations. Cost estimates reflect the total cost of bikeways if the improvements are all implemented as a stand-alone project. Reduction of this total may be possible through the phased approach described above.

**Table 9 Bikeways Cost Estimates**

<b>Segment Name</b>	<b>Extents</b>	<b>Recommended Facility Type</b>	<b>Priority</b>	<b>Segment Length</b>	<b>Segment Cost</b>
Ashbury	South City Limits to Fairmount	Class II	A	0.35	\$16,800
Fairmount	San Pablo to Liberty	Class II	A	0.15	\$7,200
Potrero	West City Limits to San Pablo	Class II	A	0.3	\$14,400
Fairmount	Carlson to San Pablo	Class II (remove underused parking or restripe narrower lanes)	A	0.1	\$4,800
Ashbury	Fairmount to Moeser	Class III Shared Roadway Bicycle Marking	A	0.9	\$33,300
Elm	Hill to Blake	Class III Shared Roadway Bicycle Marking	A	0.18	\$6,600
Key	North City Limits to Hill	Class III Shared Roadway Bicycle Marking	A	0.58	\$21,500
Potrero	San Pablo to Richmond	Class III Shared Roadway Bicycle Marking	A	0.26	\$9,600

Segment Name	Extents	Recommended Facility Type	Priority	Segment Length	Segment Cost
Fairmount	Richmond to Colusa	Class III/Shared Roadway Bicycle Marking	A	0.43	\$15,900
Richmond	Blake to Moeser	Class III/Shared Roadway Bicycle Marking	A	0.82	\$30,300
<b>Total High-Priority Projects</b>				<b>4.07</b>	<b>\$160,400</b>
Hill	San Pablo to Ohlone Greenway	Class I on south side of street (install barrier along edge of sidewalk or work with Target to install wider multi-use pathway with horizontal setback from street)	B	0.08	\$12,700
Carlson	City Limits (El Dorado) to existing bike lanes at San Diego	Class II	B	0.3	\$14,300
Cutting	Ohlone Greenway to Elm	Class II	B	0.25	\$11,900
Eastshore	Potrero to San Pablo	Class II	B	0.2	\$9,500
Moeser	San Pablo to Navellier	Class II	B	0.37	\$17,600
Stockton	San Pablo to Ohlone Greenway	Class III Shared Roadway Bicycle Marking	B	0.15	\$5,500
Hill	Greenway to Elm	Class III/Shared Roadway Bicycle Marking	B	0.15	\$5,500
<b>Total Mid-Priority Projects</b>				<b>1.5</b>	<b>\$77,000</b>
Elm	Hill to Cutting	Class II	C	0.42	\$20,000
Central	Carlson to San Pablo	Class II (restripe narrower lanes)	C	0.08	\$3,800
Central	San Pablo to Liberty	Class III Shared Roadway Bicycle Marking	C	0.15	\$5,500
Central	Liberty to Ohlone Greenway	Class III Shared Roadway Bicycle Marking	C	0.12	\$4,400

Segment Name	Extents	Recommended Facility Type	Priority	Segment Length	Segment Cost
Lincoln	Ohlone Greenway to Ashbury	Class III Shared Roadway Bicycle Marking	C	0.35	\$12,900
<b>Total Low-Priority Projects</b>				<b>1.12</b>	<b>\$46,600</b>
<b>Totals</b>				<b>6.69</b>	<b>\$284,000</b>

Project #2: Bicycle Detection Project

Existing conditions for bicycle detection in El Cerrito were unknown as of this writing. For this reason, the first step in implementation of this project would be an assessment of such conditions either through a field visit or review of available maintenance records.

*Phase I: Recalibrate Existing Loop or Video Detectors and Install Stencils as a Part of Routine Roadway and Signal Maintenance*

Many of the intersections listed in this project may already have detection in the form of existing induction loops or video cameras. By taking advantage of this existing infrastructure and adding inexpensive bicycle stencils per Caltrans Chapter 1000 design guidelines in the detection zones, the City can achieve a cost-effective near-term bicycle improvement.

*Phase II: Install New Loop or Video Detectors and Stencils as a Part of Roadway Maintenance or Other Repair Projects*

Some bikeway intersections may not have existing detection, or detection on bike lane streets may exist in the motorized travel lane but not in the bike lane or outside edge of the curb lane. In these cases, additional detection devices may be required. Cost savings may be possible if these improvements are coordinated with routine repaving or with pavement excavation such as scheduled utility work.

*Phase III: Install Stencils and Either Recalibrate Existing Detectors or Install New Detectors as a Stand-alone Project*

The final phase of this project consists of all remaining locations which cannot be addressed in Phases I and II above.

**Table 10 Bicycle Detection Estimated Costs\***

Item	Approximate Cost Per Leg of Intersection
Calibrate existing loops	\$300
Calibrate or re-zone existing video detection	\$150
Install new detection loops	\$3,000
Install new zoned video detection	\$5,000
Install stencils	\$100

\* Costs based on US DOT information available as of April 2007.

**Table 11 Bicycle Detection Locations and Prioritization**

<b>Intersections</b>	<b>Priority</b>	<b>Number of Legs of Intersection with Bikeway on Approach</b>
San Pablo and Potrero	A	4
San Pablo and Fairmount	A	4
Richmond and Potrero	A	4
Richmond and Moeser	A	3
Fairmount and Liberty	A	2
Fairmount and Ashbury	A	4
Fairmount and Colusa/Carmel	A	3
San Pablo and Hill	B	4
San Pablo and Moeser	B	3
San Pablo and Stockton	B	3
San Pablo and Carlson	B	4
Hill and Elm	B	4
Stockton and Richmond	B	2
Central and Carlson	B	3
San Pablo and Conlon	C	3
San Pablo and Knott	C	3
San Pablo and Cutting	C	2
San Pablo and Manilla	C	3
San Pablo and Schmidt	C	3
San Pablo and Central	C	4
<b>Total number legs</b>		<b>65</b>

Prioritization of intersections was based on the priorities of intersecting bikeway segments as defined in Project #1: Bikeways. Locations on segments to be built by others (e.g. San Pablo Avenue) or that are Class III “Signage Only” to be built by the Wayfinding project are listed as priority C.

Exact cost estimates cannot be provided for this project because existing conditions at the candidate intersections were not known as of this writing. However, based on 20 candidate on-street bikeway signalized intersections with a total of 65 legs and assuming that 50% of the locations have functional loop detectors that can be recalibrated to detect bicycles, the total cost estimate range for this project as a stand-alone effort is estimated to be \$112,400. It should be noted that this cost estimate is speculative at best. Real costs cannot be identified until a further survey of existing conditions is completed.

Given cost estimates are based on total project cost if all improvements are implemented as a stand-alone project. Reduction of this total may be possible through the phased approach described above or through constructing only intersections or legs of intersections already identified as priority bikeways.

### Project #3 Bicycle Parking

#### *Phase I: Implement Bicycle Parking Improvements as a Part of Planned Capital Improvements Projects*

Many of the bicycle parking locations in this plan may be able to be addressed through existing planned streetscape projects (e.g. San Pablo Avenue, Fairmount Avenue) or through ongoing capital improvements efforts at schools and parks.

#### *Phase II: Implement remaining Bicycle Parking Improvements as a stand-alone project*

Funding should be sought for the full amount of the remaining bicycle parking improvements. If full funding is not available, the remaining projects would need to be prioritized according the method described below. The first step in the prioritization process would be preliminary field surveys to confirm need for concrete pads in parks and shelters at long-term parking locations.

Prioritization of the remaining bicycle parking locations is based on increasing costs created by provision of concrete pads and shelters. Priority A involves installation of all racks on existing concrete surface locations. This would include all parking locations that can be installed under existing sheltered areas. Priority B includes all locations at parks and schools that require additional concrete pads to be added. Priority C includes all locations where sheltered parking is needed.

**Table 12 Bicycle Parking Improvements**

<b>Location</b>	<b>Recommended Number New Inverted "U" Type Racks</b>	<b>Number of Parking Shelters Needed for New Racks/Lockers</b>	<b>Concrete Pad needed for location (each pad 6'X7')</b>	<b>Cost Per Location</b>
City Hall	3	1	0	\$2,750.00
Community Center	1	1	0	\$2,250.00
<b>San Pablo Ave</b>				
City Limits to Potrero	16	0	0	\$4,000.00
Potrero to Moeser	16	0	0	\$4,000.00
Moeser to City Limits	12	0	0	\$3,000.00
<b>Parks</b>				
Tassajara Park	4	1	2	\$4,760.00
Canyon Trail Park	4	1	2	\$4,760.00
Hillside Natural Area	2	0	1	\$1,380.00
Castro Park	6	1	3	\$6,140.00
Cerrito Vista Park	4	0	2	\$2,760.00
Fairmount Park	2	1	1	\$3,380.00
Arlington Park	6	1	3	\$6,140.00
Poinsett Park	2	0	1	\$1,380.00
Huber Park	2	0	1	\$1,380.00
Harding Park	6	1	3	\$6,140.00
<b>Schools</b>				
Cameron School	6	1	0	\$3,500.00

Location	Recommended Number New Inverted "U" Type Racks	Number of Parking Shelters Needed for New Racks/Lockers	Concrete Pad needed for location (each pad 6'X7')	Cost Per Location
Castro School	7	1	0	\$3,750.00
Tehiya School	7	1	0	\$3,750.00
Prospect School	6	1	0	\$3,500.00
Sierra School	7	1	0	\$3,750.00
St. John's School	4	1	0	\$3,000.00
Madera School	8	1	0	\$4,000.00
Portola Middle School	12	2	0	\$7,000.00
Fairmount School	3	1	0	\$2,750.00
El Cerrito High School	16	2	0	\$8,000.00
Harding School	8	1	0	\$4,000.00
St. Jerome's School	5	1	0	\$3,250.00
Windrush School	5	1	0	\$3,250.00
<b>Totals</b>	<b>180</b>	<b>23</b>	<b>19</b>	<b>\$107,720.00</b>

#### Project #4 Wayfinding Signage

The Wayfinding Signage project should be implemented as a stand-alone project. Detailed field surveys will be necessary to identify exact locations of signs and develop a comprehensive signage plan, making it difficult to phase design and implementation. As a part of this process, a sign template must be designed, in partnership with other agencies such as BART.

The exact number and design of signs to be installed would be determined during the design phase of this project. The cost estimate provided in this report is based on cost of \$27,000/mile of bikeways, which assumes an estimated number of signs based on MUTCD requirements and installation by a private contractor as well as system design, sign design and project administration costs. Some cost savings may be available to the City if it uses its own crews to install the signs.

**Table 13 Wayfinding System Bicycle Network Mileage**

Segment Name	Extents	Facility Type	Segment Length
<b>Existing Bikeways</b>			
Ohlone Greenway	Key to South City Limits	Class I Pathway	2.6
Carlson Boulevard	San Pablo to San Diego	Class II Bicycle Lanes	0.2
Lassen Street/Belmont Street	Carlson to Cerrito Creek Park	Class III Shared Roadway Bicycle Markings	0.2
<b>Proposed Bikeways</b>			

<b>Segment Name</b>	<b>Extents</b>	<b>Facility Type</b>	<b>Segment Length</b>
Hill	San Pablo to Ohlone Greenway	Class I on south side of street (install barrier along edge of sidewalk or work with Target to install wider multi-use pathway with horizontal setback from street)	0.08
Ashbury	South City Limits to Fairmount	Class II	0.35
Carlson	City Limits (El Dorado) to existing bike lanes at San Diego	Class II	0.3
Cutting	Ohlone Greenway to Elm	Class II	0.25
Eastshore	Potrero to San Pablo	Class II	0.2
Elm	Hill to Cutting	Class II	0.42
Fairmount	San Pablo to Liberty	Class II	0.15
Moeser	San Pablo to Navellier	Class II	0.37
Potrero	West City Limits to San Pablo	Class II	0.3
Fairmount	Carlson to San Pablo	Class II (remove underused parking or restripe narrower lanes)	0.1
Central	Carlson to San Pablo	Class II (restripe narrower lanes)	0.08
Ashbury	Fairmount to Moeser	Class III Shared Roadway Bicycle Marking	0.9
Central	San Pablo to Liberty	Class III Shared Roadway Bicycle Marking	0.15
Central	Liberty to Ohlone Greenway	Class III Shared Roadway Bicycle Marking	0.12
Elm	Hill to Blake	Class III Shared Roadway Bicycle Marking	0.18
Key	North City Limits to Hill	Class III Shared Roadway Bicycle Marking	0.58
Lincoln	Ohlone Greenway to Ashbury	Class III Shared Roadway Bicycle Marking	0.35
Potrero	San Pablo to Richmond	Class III Shared Roadway Bicycle Marking	0.26
Stockton	San Pablo to Ohlone Greenway	Class III Shared Roadway Bicycle Marking	0.15
Arlington	South City Limits to North City Limits	Class III Signage Only	2.43
Barrett	West City Limits to Arlington	Class III Signage Only	0.79
Blake	Greenway to San Pablo	Class III Signage Only	0.1
Carmel	Southern City Limits to Fairmount	Class III Signage Only	0.46
Colusa	Fairmount to Terrace	Class III Signage Only	0.64
Cutting	Elm to Hagan	Class III Signage Only	0.19
Fairmount	Liberty to Richmond	Class III Signage Only	0.1
Hagan	Cutting to Mira Vista	Class III Signage Only	0.06
Knott	Greenway to San Pablo	Class III Signage Only	0.06

Segment Name	Extents	Facility Type	Segment Length
Lincoln	Greenway to San Pablo	Class III Signage Only	0.19
Manila	Greenway to San Pablo	Class III Signage Only	0.1
Mira Vista	Hagan to Barrett	Class III Signage Only	0.51
Portola	Greenway to San Pablo	Class III Signage Only	0.11
Potrero	Richmond to Navellier	Class III Signage Only	0.25
Professional Building	South City Limits to San Pablo	Class III Signage Only	0.12
Rifle Range	Arlington to North City Limits	Class III Signage Only	0.48
Schmidt	San Pablo to Richmond	Class III Signage Only	0.26
Schmidt	Richmond to Navellier	Class III Signage Only	0.36
Stockton	Ohlone Greenway to Ashbury	Class III Signage Only	0.28
Terrace	Ashbury to Arlington	Class III Signage Only	1.45
Waldo	Greenway to San Pablo	Class III Signage Only	0.13
Ward	Carmel to Santa Fe	Class III Signage Only	0.1
Fairmount	Richmond to Colusa	Class III/Shared Roadway Bicycle Marking	0.43
Hill	Greenway to Elm	Class III/Shared Roadway Bicycle Marking	0.15
Richmond	Blake to Moeser	Class III/Shared Roadway Bicycle Marking	0.82
<b>Total Bikeway Network Mileage</b>			<b>18.86</b>

With an estimated 18.86 miles of existing and proposed bikeways in El Cerrito, the total estimated cost for a comprehensive wayfinding system throughout this network would be: \$509,200.

#### Project #5: Ohlone Greenway-San Pablo Avenue Corridor Access Improvements

##### *Phase Ia: Implement On-street Bikeways Between Ohlone Greenway and San Pablo Avenue*

These short segments have been integrated into the on-street bikeways listed in Project #1, and the Wayfinding signage described in Project #4 above and could be implemented according to the recommended strategy for those projects as a part of a signing, striping and stenciling project.

##### *Phase Ib: Conduct Short-term Maintenance on Ohlone Greenway Crossings*

The project description in Section 5 details specific maintenance needs such repainting crosswalks, and replacing and repositioning signs. Costs for these maintenance activities are detailed below. This project can be pursued as a part of ongoing maintenance or as a stand-alone project.

##### *Phase II: Pursue Long-term Ohlone Greenway Improvements Project*

While these improvements could be implemented as a stand-alone project, many may require a level of detail analysis and feasibility study that is beyond the scope of a citywide bike plan. For this reason, the City should consider developing an Ohlone Greenway Improvements Project which would study and design a set of specific improvements along the Greenway within El Cerrito, in partnership with BART and other adjacent municipalities and jurisdictions.

**Table 14 Ohlone Greenway Crossing Safety Improvements Cost Estimates (N-S)**

<b>Location</b>	<b>In-roadway Pedestrian Crossing Signs ("Paddles")</b>	<b>High Visibility Crosswalk</b>	<b>Advance "stairstep striping"</b>	<b>Curb Bulbouts</b>	<b>Lighting</b>	<b>Cost Per Location</b>
Knott	0	0	1	1	1	\$10,525
Cutting	0	0	1	1	0	\$10,525
Hill	0	0	1	1	0	\$10,525
Blake	0	0	1	1	0	\$10,525
Potrero	0	0	1	1	0	\$10,525
Manilla	0	0	1	1	0	\$10,525
Schmidt	2	0	1	0	0	\$925
Portola	2	1	1	1	0	\$11,450
Moeser	2	1	1	1	0	\$11,450
Waldo	2	1	1	1	0	\$11,450
Stockton	2	1	1	1	0	\$11,450
Lincoln	0	0	1	1	0	\$10,525
Central	0	0	1	0	0	\$525
Fairmount	2	0	0	0	0	\$400
<b>Totals</b>	<b>12</b>	<b>4</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>\$121,325</b>

**Table 15 Summary of Bicycle Improvements Costs**

<b>Project</b>	<b>Estimated Cost</b>
Bikeways	\$284,000
Bicycle Detection	\$112,400
Bicycle Parking	\$107,720
Wayfinding	\$509,200
Ohlone Greenway Improvements	\$121,325
<b>Total Cost</b>	<b>\$1,134,645</b>

## Pedestrian Projects Implementation Strategy

For the pedestrian routes, the ADA public right-of-way inventory is the first step towards implementation. This Circulation Plan identifies commonly used and desirable pedestrian routes, but did not include a detailed assessment of the existing conditions and needed improvements along these routes. Before prioritizing routes, intersections, or other specific locations for pedestrian improvements, an inventory must be completed.

**Tables 16 and 17** provide implementation priorities for intersections for improvement and pedestrian routes. More specific information on each route is given in Section 6, *Proposed Pedestrian Routes and Improvements*. Table 17 lists the selected pedestrian routes and special considerations reported during the public participation process. However, this does not reflect a complete and accurate account of the existing problems along pedestrian routes. Therefore, after completion of the ADA inventory, these routes will be prioritized for improvement based on existing conditions and identified needs.

Intersections for improvement are given a priority ranking of A, B, or C. As shown in Table 16, intersections along San Pablo Avenue were given a priority 'A' because of the current levels of pedestrian activity and safety concerns associated with high traffic volumes and speeds. Priority 'B' intersections are those intersections near schools. Intersections not along San Pablo Avenue or in close proximity to a school were given a priority 'C' to designate a lower priority for implementing improvements. The pedestrian issues along San Pablo Avenue will be implemented as a part of completing the San Pablo Avenue Streetscape project, scheduled to begin in 2008. Approximately \$2.5 million has been secured from outside funding sources to implement pedestrian and transit access improvements along the Avenue.

**Table 16 Intersections for Improvement Implementation Priorities**

<b>Intersection</b>	<b>Priority</b>	<b>Special Considerations</b>
San Pablo Avenue & Carlson Boulevard	A	All intersections require further inventory and assessment in order to determine appropriate improvements for pedestrians. See Section 6 <i>Proposed Pedestrian Routes and Improvements</i> for more specific possible improvements. This list does not include intersections where bicycle detection is required at an intersection along a bikeway.
San Pablo Avenue & Central Avenue	A	
San Pablo Avenue & Cutting Boulevard	A	
San Pablo Avenue & Hill Street	A	
San Pablo Avenue & Manila	A	
San Pablo Avenue & Moeser Lane	A	
San Pablo Avenue & Stockton Avenue	A	
Arlington & Rifle Range	B	
Ashbury Avenue & Fairmount Avenue	B	
Ashbury Avenue & Moeser Lane	B	
Barrett Avenue & Tassajara	B	
Elm Street & Hill Street & Key Boulevard	B	
Navellier & Moeser Lane & Avis Drive	B	
Ohlone Greenway & Stockton Avenue	B	
Arlington & Cutting Boulevard	C	
Arlington & Hillside Path near Arlington Park	C	
Ashbury Avenue & Stockton Avenue	C	
Ohlone Greenway & Central Avenue	C	
Ohlone Greenway & Eureka	C	

**Table 17 Pedestrian Route Implementation Priorities**

<b><u>Pedestrian Route</u></b>	<b><u>Special Considerations</u></b>	<b><u>Estimated Length (miles)</u></b>
Arlington Boulevard	Provide and improve sidewalks between Arlington Park, Madera School, and Mira Vista Country Club Work with AC Transit to improve accessibility bus stop locations	2.5
Navellier Street		0.7
Ashbury Avenue	Improvements to the intersection with Stockton Avenue are currently under construction Provide and improve sidewalks between Stockton Avenue and Moeser Lane Underground utilities or create an accessible path around utility poles	1.2
Richmond Street		1.8
Ohlone Greenway	Improve crossings at Stockton Avenue and Central Avenue Implement the Concept Plan for trail realignment and development of park areas	2.6
San Pablo Avenue	Work with Caltrans to lower the speed limit to 30 mph Develop streetscape improvements in coordination with redevelopment	2.5
Cerrito Creek Greenway	Currently in the design phase and scheduled to be fully constructed in early 2005 Pursue the preferred alignment including implementation of a mid-block crossing at San Pablo Avenue and alignment of the easternmost 2-block segment	0.6
Fairmount Avenue and Colusa Avenue	Provide an accessible path and improve the streetscape between Ohlone Greenway and eastern City boundary	1.0
Central Avenue	Provide an accessible path and improve the streetscape between San Pablo Avenue and Richmond Street	0.8
Stockton Avenue	Provide an accessible path and improve the streetscape between San Pablo Avenue and Ashbury Avenue	0.4
Moeser Lane	Provide an accessible path and specifically provide sidewalks on east of Seaview Drive	1.3
Schmidt Lane	Provide an accessible path and improve the streetscape between San Pablo Avenue and the Recycling Center	0.6
Potrero Avenue	Provide an accessible path and improve the streetscape between the western City boundary and Richmond Street	0.5
del Norte Area	Implement the vision of the Design Guidelines (2004)	0.4
Barrett Avenue	Provide an accessible path and improve the streetscape between the western City boundary and Arlington Boulevard	0.8
Park Trail Connector	Rezone properties and consider purchasing undeveloped properties bordering park areas to enhance trail connections Consider phased implementation and begin with connecting Hillside Natural Area North and Hillside Natural Area South Improve and maintain sidewalks, hillside paths/stairs, and fire trails as needed Provide signage, including mileage, along the route	5.8
Hillside Pathways and Stairs	Search the public right of way to identify all paths and stairs Improve and maintain paths/stairs, including the provision of handrails and posting signs	

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# 11 Funding Opportunities

In order to implement the proposed improvements included in this Plan, the City of El Cerrito will need a combination of federal, state, and local funds. Such funds could be for transportation, parks, schools, streetscapes, and human health. **Table 18** lists potential funding sources for bicycle and pedestrian projects.

**Table 18 Potential Funding Sources for Bicycle and Pedestrian Improvements**

Federal	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
	Land and Water Conservation Fund (LWCF)
	Recreational Trails Program
	Regional Surface Transportation Program
	Transportation Enhancement Activities (TEA)
State	Bicycle Transportation Account (BTA)
	California Conservation Corps (CCC)
	Environmental Enhancement and Mitigation Program (EEMP)
	Habitat Conservation Fund (HCF)
	Office of Traffic Safety (OTS) Program
	Petroleum Violation Escrow Account (PVEA)
	Proposition 12 - ABAG Bay Trail Funds
	Regional Improvement Program (RIP)
Safe Routes to School Program (SR2S)	
Local	Bicycle Registration
	Developer Impact Fees
	Local Sales Tax (Measure C)
	Transportation Development Act Article 3 Funds (TDA3)
	Transportation for Livable Communities (MTC)
	Transportation Fund for Clean Air (TFCA)
Private	East Bay Community Foundation
	National Transportation Safety Initiatives Grant Program (Sponsored by National Associate of County Engineers and 3M)

Many of the federal and state sources require the submittal of applications and are heavily dependent upon the allocation of transportation funds. Taking a proactive approach, the City could raise funds through developer impact fees or a bicycle registration program. Details about various funding sources and costs of projects are documented in the following local and regional plans:

- Cerrito Creek Bay Trail Connector Feasibility Study (2004)
- Contra Costa County Bike and Pedestrian Plan (2003)
  - Chapter 8: Implementation (includes unit costs for bikeway and pedestrian route costs and an overview of funding sources available)
  - Appendix D: Funding Sources
- MTC Regional Bike Plan (2001)
  - Chapter 5: Regional Bicycle Network Financial Plan



# Appendix A: List of Plans, Projects, and Policies Related to Bicycling, Walking, and Disabled Access

## City of El Cerrito General Plan (1999)

### Related Goals and Policies

#### Community Development and Design

*Goal CD 1 A city organized and designed with an overall attractive, positive image and “sense of place.”*

- CD 1.1 **Neighborhood Character.** Preserve and enhance the character of existing residential neighborhoods by limiting encroachment of new buildings and activities that are out of scale and character with the surrounding uses.
- CD 1.2 **Design Concept.** Plan and construct development within the development activity centers and neighborhood commercial centers according to an overall design concept for each center.
- CD 1.3 **High-Quality Design.** Encourage higher-quality design through the use of well-crafted and maintained buildings and landscaping, use of higher-quality building materials, and attention to the design and execution of building details and amenities in both public and private projects.
- CD 1.4 **Utility Lines.** Encourage the undergrounding of utility lines where possible.
- CD 1.7 **Views and Vistas.** Preserve and enhance major views and vistas along major streets and open spaces, providing areas to stroll and benches to rest and enjoy views.
- CD 1.9 **Building Design.** A variety of attractive images will be achieved by encouraging a variety of building styles and designs, within a unifying context of consistent “pedestrian” scale along streets and compatibility among neighboring land uses.

*Goal CD 2 A city with attractive, safe, and functional streets, parking areas, and pedestrian walkways.*

- CD 2.1 **Street Frontages.** Encourage street frontages that are safe, by allowing for surveillance of the street by people inside buildings and elsewhere, and are interesting for pedestrians. Require buildings in development centers and neighborhood commercial centers along San Pablo Avenue to be directly abutting sidewalks, with window openings and entries along the pedestrian frontage.
- CD 2.2 **San Pablo Avenue.** Develop a design concept for San Pablo Avenue that includes street landscaping and improvements, and design guidelines that create an overall coordinated image and character of the

street from north to south. Establish physical design standards for development in cooperation with Caltrans and, where required, subject to acceptance by Caltrans.

CD 2.3 **Streetscape Improvements.** Maintain an active program of street tree planting and improved roadway landscaping through both public and private means. Design guidelines shall describe appropriate types of trees for commercial areas – to enhance the shopping experience rather than detract from it.

CD 2.4 **Multi-Modal Transportation Network.** Ensure that streets, paths, and bikeways contribute to the system of a fully connected transportation network to all major destinations in the City. The design of these streets and pathways should encourage pedestrian and bicycle uses by being spatially defined by buildings, trees, lighting, and street furniture. Pedestrian and bicycle pathways and auto routes should be compatible.

CD 2.5 **Signs.** Scale and orient signs to both pedestrians and drivers along the street frontage. Building signs should be designed to fit within the scale and character of buildings.

CD 2.6 **Parking Layout.** Encourage the development of common parking areas and common access for adjoining lots.

CD 2.7 **Accessible Design.** Site and building design must meet basic accessibility needs of the community and not be exclusively oriented to those who arrive by car.

CD 2.8 **City Sidewalk and Pedestrian Walkways.** City streets and pedestrian walkways should be designed to be safe, accessible, convenient, comfortable, and functionally adequate at all times, including the design of pedestrian crossings, intersection design, sidewalk widths, street tree planting, street furniture, and signal timing.

*Goal CD 3: A city with attractive landscaping of public and private properties, open space, and public gathering spaces.*

CD 3.6 **Cerrito Creek.** Where possible, open the Cerrito Creek channel, providing access and recreational opportunities along the creek in conjunction with its flood-control function.

CD 3.8 **Public Spaces.** Create specialized outdoor gathering places in the three main activity centers along San Pablo Avenue – Del Norte, Midtown, and El Cerrito Plaza. Encourage the design of these public spaces to accommodate activities that encourage the presence of people at all hours of the day and evening.

CD 3.9 **Ohlone Greenway.** Enhance the usability and aesthetic appeal of the Ohlone Greenway by integrating it into the fabric of the City. Design buildings with entries, yards, patios, and windows to open onto the face of

the Ohlone Greenway. Avoid blank walls, backs of buildings, and large parking lots adjacent to the greenway.

CD 3.10 **Greenway Spur Trails.** Develop greenway spur trails for creekside access and access to the Bay for recreational use and environmental protection.

CD 3.11 **Streetscape Design.** Streetscape design (street trees, lighting, and pedestrian furniture) should be used to lend character and continuity with commercial districts and residential neighborhoods.

## Transportation and Circulation

*Goal T1: A transportation system that allows safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle.*

T 1.1 **Balanced Transportation System.** Create and maintain a balanced transportation system with choice of transit, bicycle, pedestrian, and private automobile modes.

T 1.3 **Bicycle Circulation.** Create a complete, interconnected bicycle circulation system. Provide a bicycle system that serves commuter as well as recreational travel. Improve bicycle routes and access to and between major destinations.

T 1.4 **Pedestrian Circulation.** Provide a safe, convenient, continuous and interconnected pedestrian circulation system throughout the City. Ensure safe pedestrian access to local schools.

T 1.7 **Regional Coordination.** Recognize El Cerrito's role in the region and lead in regional efforts to increase transit and reduce congestion.

*Goal T2: A land use pattern that encourages walking bicycling, and public transit use.*

T 2.1 **Land Use Patterns.** (Item 3) Encourage pedestrian-oriented land use and urban design that can have a demonstrable effect on transportation choices.

T 2.2 **Project Design.** Projects should be designed to include features that encourage walking, bicycling, and transit use.

*Goal T3: A transportation system, including safe and adequate streets, signals, sidewalks, pathways, curbs, gutters, street trees, signage, and streetlights, that maintains and improves the livability of the City.*

T 3.1 **Improve Circulation.** Improve circulation in locations with high levels of congestion, but avoid major increases in street capacities unless necessary to remedy severe traffic congestion, and not at the expense of pedestrian circulation.

- T 3.2 **Streets as Public Spaces.** Recognize the role of streets not only as vehicle routes but also as part of an extensive system of public spaces where people live, city residents meet, and businesses reside.
- T 3.3 **Residential Streets.** To discourage cut-through traffic on residential streets, maintain the existing system of arterial and collector streets. Where necessary, employ traffic management techniques to control the speed of vehicles traveling on residential streets, including residential portions of arterial and collector streets.
- T 3.4 **Street Closures.** Keep all neighborhood streets open unless there is an existing or potential safety or cut-through traffic problem and there are no acceptable alternatives, or unless the closure would increase the use of alternative transportation modes.
- T 3.5 **Street Maintenance.** Provide high-quality, regular maintenance for existing and future transportation facilities, including streets and dedicated bicycle paths.
- T 3.6 **Maintenance of San Pablo.** Coordinate with Caltrans to ensure the timely maintenance of San Pablo Avenue.

## **Parks, Recreation, and Open Space**

*Goal PR1: Adequate, diverse, and accessible recreational opportunities for all residents – including children, youth, seniors, and others with special needs – in parks, school yards, and open space.*

- PR 1.13 **People with Special Needs.** Ensure that public access points to open space areas and design features of all recreational facilities provide equal opportunity for people with special needs.
- PR 1.14 **Bicycles.** Implement bicycle route improvements, including signing, striping, paving, and providing bicycle racks.

## **El Cerrito Plaza BART Station Access Plan (2002)**

### Related Access Improvement Recommendations

#### **Walk**

- W3: **Fairmount Avenue** (from San Pablo Avenue to Richmond Street) – Enhance the pedestrian environment by upgrading sidewalks that are adjacent to BART property, constructing bulb-outs and improving intersection crossings.
- W6: **Central Avenue** (from Richmond Street to Liberty Street) – Place stop signs for east and westbound traffic at the intersection of Central and Liberty Avenues.
- W8: **Elm Street** – Connect the existing sidewalk near the intersection of Elm and Willow Streets to the Ohlone Greenway.

## **Bike**

- B3: **Signage** – Provide wayfinding signage at bicycle entrances to the bicycle parking, including the new City of El Cerrito lockers. Provide wayfinding signage from the station to surrounding key bikeways.
- B5: **Bicycle Network** – Develop on-street bike lanes, bike paths, and bike routes for the following key access routes:  
-Cerrito Creek pathway to the Bay Trail  
-Richmond Street  
-Fairmount Avenue
- B8: **Ohlone Greenway** – Work with the City to improve the Ohlone Trail crossing at Fairmount Avenue, including signage and improved crosswalk markings.
- B10: **Bay Trail Connection** – Develop a BART to Bay Trail alignment that will increase foot/bike traffic along the new planned El Cerrito multi-use trail leading to San Pablo Avenue
- B 11: **Future Impacts to Bicycle Access** – Work with City and/or developer to study impacts of future parking garage if the location of that garage will increase pedestrian traffic on the Ohlone Trail. Require improvements to mitigate this impact without negatively impacting bicycle travel on the trail.

## **El Cerrito del Norte BART DRAFT Comprehensive Station Plan (2004)**

### Related Strategic Plan Goals

- Deliver quality transportation to El Cerrito del Norte Station BART riders.
- Work proactively with the City, local businesses and residents, the development community, transit agencies and government partners to plan for the station and station area's future.
- Encourage and support transit-oriented development on-site and within the station area.
- Accommodate the needs of BART commuters and area residents for the next 25 years.

### Related Access Improvement Recommendations

#### **Walk**

- W1: **Streetscape** – Pursue grant opportunities to improve the pedestrian environment particularly along San Pablo Avenue.
- W3: **Sidewalk Repair** – Work with City on sidewalk repairs due to damage by tree roots.
- W4: **Amenities** – Ensure future development provides significant pedestrian amenities including lighting, continuous sidewalks with curb cuts, signalized pedestrian crosswalks, street trees and wayfinding signs.

## **Bike**

- B1: **Bike Routes** – Develop on-street east-west bicycle network connecting to the Ohlone Greenway and station.
- B4: **Access/Amenities** – Incorporate BART’s Bicycle Access and Parking Plan into future station area development.

## **Contra Costa Countywide Bicycle and Pedestrian Plan**

### Related Goals

- Goal 1: Expand, Improve and Maintain Facilities for Bicycling and Walking
- Goal 2: Improve Safety for Bicyclists and Pedestrians
- Goal 3: Encourage More People to Bicycle and Walk
- Goal 4: Support Local Efforts to Encourage Walking and Bicycling
- Goal 5: Plan for the Needs of Bicyclists and Pedestrians

### Related Proposed Bicycle Network

1. San Pablo Avenue Bikeway: South (Class II/III, 3.8 mile length)  
The proposed San Pablo Avenue Bikeway is one of the top priorities for bikeway improvements in the County. San Pablo Avenue is the only road that connects all of the cities in West County and it also passes through major commercial areas and provides access to BART stations. The countywide plan recommends a feasibility analysis and local adoption for the southern section in the City of El Cerrito and Richmond.
2. Carlson Boulevard Bikeway (Class II, 3.2 mile length)

## **MTC 2001 Regional Bicycle Plan**

### Related Goals

Ensure that bicycling is a convenient, safe, and practical means of transportation throughout the Bay Area and for all Bay Area residents.

### Related Objectives

- 1.0 Define a comprehensive regional bikeway network.
- 2.0 Develop and enhance opportunities for bicyclists to easily access other modes of transportation
- 3.0 Encourage the development of comprehensive support facilities for bicycling.
- 4.0 Develop public outreach materials to emphasize bicycle safety and the positive benefits of cycling.
- 5.0 Develop an orderly, equitable, and effective regional funding and implementation process.

6.0 Continue to support bicycle programs with ongoing planning.

Related Regional Projects

San Pablo Avenue Bike Lane (2.4 miles) for an estimated cost of \$500,000



## Appendix B: Methods of Publicity and Community Outreach for User Group Meetings and Community Workshop

Stakeholder	Publicity for User Group Meeting
Bicyclists	Informed leaders of East Bay Bicycle Coalition (EBBC) and Bicycle-Friendly Berkeley Coalition (BFBC) of meeting time, date, and agenda.
	Meeting announced on BFBC email lists.
	EBBC leaders emailed three specific EBBC members in the Albany/EI Cerrito area and invited them of the meeting.
	Meeting announcement posted on EBBC webpage.
Disabled Users	Contacted member of Albany-EI Cerrito Access to select an appropriate meeting time and date.
	Volunteers from Albany-EI Cerrito Access called other members and mailed flyers to invite them to the meeting.
Blind Users	Contacted the Orientation Center for the Blind in Albany to set up a meeting at their facility and invite students and staff to the meeting.
	Volunteers from Albany-EI Cerrito Access called other members and mailed flyers to invite them to the meeting.
	Provided the Orientation Center for the Blind a map of EI Cerrito with large print street names after the meeting.
Seniors	Contacted Open House Senior Center to set up a time, date, and location for meeting.
	Delivered flyers to Open House Senior Center, Del Norte Place, St. John's Senior Center, Richmond Annex Senior Center, EI Cerrito Royale, Carlson Convalescent Hospital, and Eskaton Hazel Shirley Manor to advertise for the meeting.
	Since no one attended the originally scheduled meeting, coordinated with Open House Senior Center to have an idea exchange at a drop in table at the senior center entrance.
	Additional flyers were posted at the senior center to advertise the drop in table and senior Center staff invited some specific seniors.
Environment and Recreation Interests	Emailed or sent letter to leaders of Friends of Baxter Creek, Friends of Five Creeks, Sierra Club, and Sustainable EI Cerrito. Asked leaders to inform members of organizations of the meeting.
	Asked maintenance to post flyers along Ohlone Greenway and in Hillside Natural Area.
	Faxed flyer to Wildcat Canyon Regional Park Supervisor to post flyer at park entrances.
	Invited four active residents (names given by other City staff) to meeting by email or letter.

Stakeholder	Publicity for User Group Meeting
Schools	Sent letters to principals and PTA Presidents at all schools in El Cerrito. Emailed a reminder to school principals that had published email addresses.
	Emailed PTA Presidents at Castro, El Cerrito HS, Harding, and Madera.
	Emailed West Contra Costa Unified School District (WCCUSD) to invite district staff member(s) to the meeting.
Western El Cerrito	Emailed leaders of Vision Y Compromiso and Contra Costa Japanese American Citizens League (JACL) to invite Latino and Japanese American community members.
	Faxed flyers to Sycamore Congregational Church, United Methodist Church, and St. Peter CME Church for posting. Delivered flyers to St. John the Baptist Catholic Church. Asked church leaders to announce the meeting or put notice in bulletin.
	Invited three active residents (names given by other city staff) to the meeting by letter or email.
	Posted flyer at ACE Pastime Hardware.
	Obtained a permit from BART to pass out flyers at the two stations. Passed out flyers from 7:15am to 8:45am at Plaza BART station and 4:15pm to 5:45pm at Del Norte BART station. Gave out a total of about 220 flyers between the two stations.
	Posted flyers at Community Center, Recycling Center, Library, City Hall, and Leena's Café.
All Groups	Posted information on meetings on the City of El Cerrito's webpage
	Emailed webmasters for www.elcerritowire.com. Link was posted to City's Webpage with information.
	Talked to reporter from El Cerrito Journal about Circulation Plan and User Group Meetings. Briefs about the meetings were included in the Journal on 7/9/04 and 7/16/04.
	Flyers for all user group meetings were available at table during the July 4th Community Festival.
Community Workshops	Posted meeting information of the City of El Cerrito's webpage.
	Participated in Neighborhood Night Out (August 3) and attended three neighborhood meetings.
	Provided 60 flyers to be mailed to members of Albany-El Cerrito Access.
	Posted flyers at Community Center, Recycling Center, Senior Center, Library, City Hall, ACE Hardware, and Leena's Café.
	Distributed flyers at Policy Makers Meeting.
	Emailed meeting announcement to members of the Planning Commission, Design Review Board, Human Relations Commission, Crime Prevention Committee, and Park and Recreation Commission.
	Emailed or sent flyers to individuals that attended user group meetings.
	Emailed community groups and organizations that were contacted for the user group meetings.

# Appendix C: Notes from User Group Meetings, City Staff Meeting, Policy Makers Meeting, and Community Workshops

## Bicyclist User Group Meeting

July 6, 2004

6pm to 7:30pm

El Cerrito City Hall

3 Attendees

2 Staff

### Overall Comfort with Bicycling in the City

#### Positive aspects

- Feel fairly safe
- Many drivers are nice and yield to bicyclists at intersections and crossings
- Ohlone Greenway is an asset

#### Negative aspects

- Stop signs
  - Confusion at 2-way stop intersections about who has the right of way
  - Cars run stop signs
- Traffic signals without detection for cyclist
  - If operate on vehicle actuation and there is no pedestrian or bicycle actuation trigger, cyclists may be forced to proceed across the intersection on a red light
  - Specific location: North on Key Route at Fairmount Avenue
- Poor pavement quality and pot holes make cyclists veer off their path of travel
- Ohlone Greenway crossing
  - Specific location: Stockton Avenue
- Lack of designated routes

### Routes that are currently used or participants would like to use

#### North/South

- Ohlone Greenway
  - Dedicated path but slower than other routes
  - Ideas for improvements:
    - Give Ohlone Greenway users the right of way by raising crossings and create speed tables for automobiles to keep the path continuous at one level for cyclists and pedestrians. Install stop signs for cars at the crossings
    - Put the BART tracks underground
- Ashbury Avenue to Moeser Lane to Richmond Street to Key Boulevard
  - Ashbury Avenue
  - Moese Lane
    - Provides connection and access to Community Center
  - Richmond Street
    - Characteristics: Fast, flat, few stops
    - Only considered a good bike route north of Moeser Lane
    - Vehicular traffic does speed because it is wide and there are few stops. However, these aspects are also what make it easy for bicyclists to travel fast and unimpeded.
    - If stop signs are installed in order to slow vehicular traffic, it would also impede cyclists.
    - The question of removing one lane of parking in order to stripe bicycle lanes was raised. It was unclear how much parking is used and how residents would react.
- San Pablo Avenue

- It is a hazardous route and improvements should be concentrated on other routes (in the short term)
- Even if it is improved, it will likely be used by primarily experienced cyclists
- By keeping vehicular traffic flowing, automobiles and trucks will not be diverted to side streets where there are potentially designated bicycle routes
- Arlington Boulevard
  - Characteristics: Paving is good, hilly, fast, fun
  - Considered a good and well used recreational route for more experienced riders
- Colusa Avenue
  - Characteristics: Hilly, narrow, no room for bike lane without removing parking
  - Could provide a connection to Solano Avenue and Berkeley, but is only an appropriate route for experienced cyclists
- Santa Fe Avenue
  - Could provide a connection to Albany bicycle route
- Key Route

#### East/West

- Stockton Avenue to Terrace Drive
  - Characteristics: Has some short steep and winding sections
  - A good alternative route to access Arlington Boulevard for recreational riders
- Central Avenue
  - Between San Pablo Avenue and Ashbury Avenue
  - Provides access to BART
  - Alternative to congestion on Fairmount Avenue and at the Plaza
- Carlson Boulevard (west of San Pablo Avenue)
  - Characteristics: Wide, low traffic volumes (in Richmond)
  - Provides an important connection into Richmond but should be continued in Richmond

#### BART

- Participants did not often bike to BART (usually walked). However, they were concerned about the security of their bikes at station parking.
- Parking
  - Need inexpensive, on demand, secure, low hassle type
  - Unsure how successful new lockers will be because of hassle with cards and cost

#### Priorities

- Signing bike routes to increase awareness
  - Use stencils and signs
  - Use similar markings to those in Berkeley in order to create consistency and make it obvious that the routes are for bikes and cars
  - Signs should include mileage
- Ohlone Greenway
  - Improve crossings, specifically smoothness of ramps
- Bay Trail Connection
  - New alternative of Potrero Avenue to Ells Street to Bayview Avenue: feel safe in Richmond neighborhood, low traffic volumes at Bayview Avenue and I-580 interchange

#### Programs

- Include education as part of plan
- May include training classes sponsored by East Bay Bicycle Coalition

## **Environment/Recreation Interests User Group Meeting**

*July 13, 2004*

*6pm to 7:30pm*

*El Cerrito City Hall Lobby*

*Five Attendees*

*Two Staff*

### Common Destinations for Utilitarian Walking Trips

- Del Norte BART
- Plaza BART
- Safeway and Longs (Near Moeser Lane/Portola Drive)
- Library (on Stockton Avenue)
- Giovanni's Produce & Grocery (1600 Liberty Street)
- Fat Apples
- Plaza Shopping Center
- East Pacific Market
- Post Office (San Pablo Avenue and Fairmount Avenue)
- "Mill and Lumber" (Possible future destination)

### Common Destinations for Recreational Walking Trips

- Hillside Natural Area
- Ohlone Greenway
- Canyon Trails Park
- Wildcat Canyon Park
- Seaview Cemetery
- Creekside Park and Albany Hill Park
- Drive to Point Isabel and walk on Bay Trail
- Drive to North Berkeley and walk on well shaded streets

### Common Routes for Walking Trips

- Ohlone Greenway
- Fairmount Avenue
- Central Avenue
- Potrero Avenue
- Navellier Street to Colusa Avenue
- Hillside Natural Area Fire trails

### Common Routes for Biking

- Liberty Street
- Seaview Drive
- Carmel Avenue (to Gilman)
- Key Route

### Connections

- Connection needed between two Hillside Natural Areas and other parks (Canyon Trail to Hillside Natural Area to Huber Park and/or Arlington Park/Camp Hermes to Wildcat Canyon). However, there are steep canyons, poison oak, and overgrown vegetation that may require special navigation or alignment. One participant described the City's parks as the "jewel" of the city and many agreed that they are an asset, but could definitely be improved or expanded.
- Hillside paths- Identify possible pathways by searching public right of way information. Do fieldwork to see where there are opportunities to eliminate encroachments, improve paths, or better maintain paths. If improved, handrails should be installed.
- Central Avenue and Fairmount Avenue (east of the Ohlone Greenway) are both good routes to connect BART to residential areas and the High School, but could be improved

- Bay Trail: Many participants reported that they drive to Point Isabel because of a lack of safe connection to walk or bike to the Bay Trail. It is in close proximity but is potentially underutilized because of the lack of access.
- Connect Creekside Park and Central Park
- There is limited access to Wildcat Canyon Park. There is not a gate at Camp Herms. There is access at Rifle Range Road but only limited on-street parking.

#### Improvements

- Clearing of vegetation from along the sidewalk so that sidewalks are accessible
- Street trees add shade and create a more pleasant walking environment
- Some experience discomfort along the Ohlone Greenway (particularly at Target and north of the del Norte Station) because people hang out, views are block, and a feeling of isolation
- Signage for wayfinding on trails, distance markers, and identifying natural species
- Publicize trails and access locations by creating maps
- Additional maintenance to clear debris

#### Facilities

- Benches on the Ohlone Greenway are great
- Need for restroom along the Ohlone Greenway: Possible location at Moeser Lane because it is halfway between BART stations and because of availability of water/sewer connections
- Restroom at the recycling center could be public and serve walkers/hikers in the Hillside Natural Area

#### Personally Selected Priorities

- Focus on improving routes for daily commute trips, including Fairmount Avenue and Central Avenue
- Sign trails in Hillside Natural area
- Connection to Point Isabel
- Commuter bus or shuttle between BART stations that serves the foothills (running on Navellier Street and Colusa Avenue)
- Connecting existing green spaces. This includes long term planning that might require the acquisition of property, inventory of existing right of way, and additional maintenance
- Improvements to stairs and hillside paths (particularly one near Prospect School and between Madera School to Hillside Natural Area)

## **Blind User Group Meeting**

*July 15, 2004*

*3pm to 4:00pm*

*Orientation Center for the Blind*

*Eleven Attendees*

*Four Staff*

### Overall Comfort with Walking in the City

- Sidewalks are bumpy

### Common Destinations

- Restaurants
- BART Stations
- Small business along San Pablo Avenue
- Civic buildings: post office, library, community center, DMV
- Bank
- El Cerrito Plaza shopping center
- Pacific East Mall
- Orientation Center for the Blind (in Albany)
- Pastime hardware

### Common Routes

- Fairmount Avenue from Carlson Boulevard to Colusa Avenue
- Cutting Boulevard from Arlington Boulevard to Del Norte BART station
- Richmond Street especially between Central Avenue and Fairmount Avenue
- Carlson Boulevard to San Diego Street, Creekside Park, and Belmont Avenue

### Design Issues and Challenges

- Delineate a path of travel, especially in parking lots (such as the El Cerrito Plaza) and through parks (such as Creekside Park), possibly using bot dots, tiles, or a pathway
  - Need access from Ohlone Greenway to back of Plaza and new Cerrito Creek Greenway
  - On new paths, gravel works well to mark the edge of the path. The new path at Point Isabel is a good example. It can be a maintenance issue to ensure that there is a clear definition of the edge of the pathway.
- Delineate when entering a street or vehicular path of travel
  - Use truncated domes
  - Quarter inch lip at end of sidewalk ramps was helpful
- El Cerrito Plaza Shopping Center
  - Not friendly for visually impaired
  - Raised crosswalks make it difficult to recognize the end of the sidewalk and beginning of crosswalk
- Fairmount Avenue
  - Has been treacherous with construction
  - New zig zag curb with angled parking does not create a good edge for blind individuals to follow
- Lack of auditory signals
  - Especially on San Pablo Avenue. Question of who is responsible for improving signals along San Pablo Avenue Does the city have to approve and fund the installation of auditory signals with Caltrans approval?
- Bicycles on sidewalks
  - Need for enforcement to limit bicycle riding on sidewalks
  - Possibly would not ride on sidewalks if streets had safer riding conditions
- Trees
  - Roots create uneven sidewalks and surfaces
  - Planters take up sidewalk space
  - Need grates that are flush with sidewalk

- Maintenance should keep branches trimmed
- Push buttons are sometimes far from where you need to walk (e.g. Manila Avenue and San Pablo Avenue)
- Inconsistent placement of ramps and directions of ramps of whether they face diagonally or perpendicular to street
- Since parking lots are often difficult to navigate, encourage new designs to put parking behind the business so you do not have to walk through unmarked drives to reach the storefront. (e.g. Peppermint Tree Plaza)
- Street furniture
  - Sandwich board signs can be hazardous
  - Furniture places near bus stops can be hazardous for riders exiting the bus

#### Other

- The Orientation Center has an auditorium that can be used for future access meetings
- Public Works Director provided an overview of the Fairmount Avenue
  - Construction should be completed by the end of September
  - Utilities will be undergrounded
  - New street lighting
  - Bulb outs at corners to shorten crossing distance and calm traffic
  - New ramps, new countdown and auditory pedestrian signals at Liberty Street
  - All crosswalks are at 90 degrees
  - On-street parking is angled with zigzag curbs

## **School Safety User Group Meeting**

July 15, 2004

6pm to 7:30pm

El Cerrito City Hall

Six Attendees

Two Staff

### Overall comfort with walking to school

- People drive fast and do not stop for pedestrians at crossings
- More parents would allow their children to walk if they felt safe

### How do students get to school

- Not many students bike because of lack of secured parking for bikes, vandalism, and unsafe streets and crossings
- Number of students that walk or bike is likely related to the number of students from other districts
- At Harding School, there is one family that rides bikes and approximately 8 to 11 students that walk
- At Madera School about 60% of students are transfers, so they do not walk or bike because of the distance they travel

### Routes

- Fairmount and Central Avenues are two heavily used routes for getting to El Cerrito High School, St. Jerome's, and Harding Schools
- Moeser Lane is a common route for students at Portola Middle School and Sierra School (towards San Pablo Avenue)
- Colusa Avenue to Avis Drive between Fairmount Avenue and Moeser Lane

### After school activities

- Some use AC Transit (#7) to go home or elsewhere from Tehiyah Day School
- There are after school programs for younger students. Some stay at the school and others are bussed to schools with after school programs.

### Reasons why students do not walk, bike, or take transit to school

- With two parents working, it is sometimes difficult for families to get organized in the morning
- AC Transit drivers do not want to pick up students and are not helpful or accommodating of students. Buses can be unreliable with breakdowns and no shows
- Distance to school. Since many students do not live in close proximity to the school, it is too far to walk or bike.

### Issues and problems

- Unsafe Crossings or intersections
  - Fairmount Avenue under BART tracks and Ohlone Greenway crossing. It is difficult to see pedestrians and bicyclists
  - Arlington Boulevard is difficult to cross at Rifle Range Road
  - Crossing on Barrett Avenue at Tehiyah Day School is dangerous and the school would like a traffic light
- Pick up and Drop off areas: Driving parents have road rage, are in a hurry, and create unsafe situations for walkers and other students. Also, they are not willing to park their cars and walk a couple of blocks to school. There is no enforcement of traffic patterns/no parking zones.
- Speeding
- Poorly maintained infrastructure
  - Colusa Avenue to Avis Drive has poor sidewalk conditions with broken sidewalks and overgrown vegetation.
  - Overgrown vegetation on sidewalks

- General safety

#### Ideas for improvements

- Have pick up and drop off areas off of surface streets and on school property.
- Enforce vegetation maintenance: How does the city currently handle this problem? Could citizens monitor or report the problem? Have a notice similar to fire department's notice. Ask residents to prune vegetation or public works will prune and send a bill to the resident.
- Designate park and walk areas so that parents walk with children and do not add to congestion around schools. Possibly partner with businesses, churches, or other locations for use of parking lots.
- Help to create buddy walking partners
- Allow for longer crossing times, especially for wide streets like San Pablo Avenue
- Use traffic calming techniques to slow traffic
- Better crosswalk markings and stop signs
  - On Contra Costa Drive at Kent Drive and Buckingham Drive
  - White stripe on street on the north side of Brewster Drive to walk from Arlington Boulevard to Madera School
- Limit parking or direction of traffic
  - North end of Contra Costa Drive

#### Methods to reach parents

- Email tree
- Monthly newsletter
- PTA meetings
- Site Council
- Send out guidelines or reminders with beginning of the year packet or home with students

#### Other factors and notes

- Walking is enjoyable, good for mental and physical health, and helps to build independence
- Each public school has an emergency plan that includes recommendations for safe routes to school. However, some of the plans are tucked away on shelves or have been lost/misplaced during the shifting of principles. Site committees at schools can develop more specific safety plans to put in the emergency plans and Don Righter (from WCCUSD) is willing to work with parents at schools.
- Private schools have an easier time controlling traffic
- Students are transferring out of some El Cerrito Schools (specifically Portola Middle School) because of it's poor reputation
- Concerns about how schools/cities/neighbors limit parking or designate directional routes near school areas

## **Western El Cerrito User Group Meeting**

*July 19, 2004*

*6pm to 7:30pm*

*El Cerrito City Hall*

*One Attendee*

*Two Staff*

### Common Destinations

- Safeway at San Pablo Avenue and Moeser Lane
- Library
- El Cerrito Plaza BART
- Bus stops along San Pablo Avenue

### Common Routes for Walking

- Ohlone Greenway from Moeser Lane to Plaza BART (for recreation and utilitarian trips)
- Kearny Street to Moeser Lane
- Stockton Avenue from San Pablo Avenue to Ohlone Greenway
- Moeser Lane from Community Center to Arlington Boulevard (uses hillside path/stairway from King Drive to Arlington Boulevard)
- Hillside Natural Area Trails (drive to at Recycling Center and park and walk)

### Positive Aspects of Routes

- Trees and shade along the Ohlone Greenway create an enjoyable walking environment. More street shade trees in the city would be nice.
- The hillside path/stairway between King Drive and Arlington Boulevard is nice because it is along an open creek section and vegetated.
- There are wooden markers with numbers along the wooded foot trail in the Hillside Natural area but there is not a guide to tell walkers what the markers identify.
- Benches in the Hillside Natural Area

### Negative Aspects of Routes

- Moeser Lane: Sidewalk on the south side is wide but it ends. Difficult to cross the street because of the hill and limited sight distance for drivers. Feel unsafe crossing. No sidewalk on the eastern end of Moeser Lane, after it is divided.
- Difficult to find trail heads in northern Hillside Natural Area park
- Unsure if there is a path that leads out of the southern Hillside Natural Area to Potrero Avenue (possibly where the City is considering the purchase of land)

### Ideas for improvements

- Guide to views from the top of the Hillside Natural Area fire trails
- A posted map of trails or trail signs at the trail heads would be helpful
- Having a trail to connect the northern and southern Hillside Natural Areas

### Other issues

- Provision of fare transfers between AC Transit and WestCAT

## Senior Idea Exchange

July 21, 2004

9:30am to 11:30pm

Open Door Senior Center

Six Attendees

One Staff

Note: A Senior User Group Meeting was scheduled for July 7<sup>th</sup> from 10:30am to 11:30am. The meeting was advertised with flyers at the Open Door Senior Center, St. John's Senior Center, and several senior housing complexes (including El Cerrito Royale, Del Norte Place, and Eskaton Hazel Shirley Manor). No one came to the meeting. In order to reach out to the senior population, maps and information were posted in the lobby of the senior center and staff engaged visitors to the senior center to discuss their travel patterns and ideas for improvements.

### Common Destinations

- Open Door Senior Center
- San Pablo Avenue: Natural Foods, Chamber of Commerce, AC Transit stops
- El Cerrito Plaza
- Del Norte Place
- Plaza BART station
- Del Norte BART station
- Library
- Canyon Trails Park

### Common Routes for Walking

- Stockton between San Pablo Avenue and Avis Drive
- Ohlone Greenway (from Del Norte BART to Baxter Creek)
- Central Between Ashbury Avenue and San Pablo Avenue
- Canyon Park Trail

### Challenges

- Sidewalks blocked by merchandise: This is a particular problem at Yolanda's Furniture Store, Taylor's Appliance, Kid's Corner, and scooter sales shop near the Button Store. When goods are on the sidewalks, it limits the width of the sidewalk and it also is not visually appealing. The block on San Pablo Avenue between Lincoln Avenue and Eureka Avenue is one location where several businesses display merchandise on the sidewalk.
- Uneven sidewalks: A concern for pedestrians, as well as disabled individuals, is uneven surfaces and particularly sidewalks. One participant commented on a specific problem at 412 Lexington and reported a gap of approximately one inch between the sidewalk slabs.
- Greenway: Given the number of crimes that occur along the Ohlone Greenway (as reported in the paper), there is a perception that the pathway is unsafe. Three participants said that they do use the Greenway. One said she will not walk on it and another said she does not allow her children to travel on it. The Baxter Creek Area and the area just south are reported to have particular problems with people hanging out, homeless camps, and trash.
- Park and Trail Access points: One participant mentioned that she would like to use the trails in the Hillside Natural Area more often, but has difficulty finding the entrances to the parks and trails. Better signage is recommended.
- El Cerrito Plaza: The stores are far apart and one respondent reported that she drives between the stores because of the distance, poor walking environment, and having to carry packages.
- No car: Two respondents said that they do not own cars and are limited in their modes of travel. One said that he walks, bikes, and uses public transit since he does not have a car. Another mentioned that she used to be driven by a friend, but since that friend has passed away, she now just walks. She mentioned difficulty in going shopping and other places, especially during the winter and rainy months.

## Disabled User Group Meeting

July 23, 2004

10:30am to 12:00pm

El Cerrito Community Center, Council Chambers

Twelve Attendees

Three Staff

### Destinations

- BART
- Schools
- Parks
- Post Offices
- City Hall
- El Cerrito Plaza
- Bus stops along San Pablo Avenue
- Mira Vista Country Club

### Common Routes for Trips

- Ohlone Greenway
  - Do not feel safe using the greenway after dark
  - Bicyclists and pedestrians are brought together before the crosswalk between Plaza BART and El Cerrito Plaza Shopping center. This is hazardous. (It might be a temporary realignment of the path due to construction at Fairmount Avenue.)
  - The access paths from Eureka Avenue are steep and when it is wet, wheelchair users can slip into the bushes. The alignment can be changed to create a more gradual approach to the Ohlone Greenway path.
  - Drivers do not stop at crosswalks for pedestrians. (City is currently installing new signage and striping for the Ohlone Greenway crossings.)
- Central Avenue
  - To Point Isabel: It is a prime location for access. There are no curb cuts at Pierce Street and intersections near the freeway interchanges are dangerous. This is included in the County's long term plan using Measure J funding
- San Pablo Avenue
  - Generally: Crossings are considered dangerous. The length of time given to pedestrians is not a problem. At many intersections, you cannot cross on all legs of the intersection and therefore, it takes a long time to cross. Right turns pose particular problems because they are looking for oncoming traffic (over left shoulder) and do not see pedestrians crossing on their right. Also, pedestrians often does not see the car behind them, so they are unable to get out of vehicle's path of travel.
  - Cutting Boulevard, Moeser Lane, and Hill Street are three of the worst San Pablo Avenue crossings.
- Fairmount Avenue
  - Crossing on north side at Ablemarle Street and south side at Ashbury Avenue have broken asphalt in the crosswalk that makes it difficult (or impossible) to cross.
  - At Post Office it is difficult to cross the street. (This should be improved with the Fairmount Avenue project.)
- Ashbury Avenue
  - No sidewalk on west side from Moeser Lane south to Norvell Street
  - Telephone pole in sidewalk on east side south of Waldo. (Also, driveways have lips and a fence sticks out so it is difficult to pass by.)
  - At Stockton Avenue
    - Crosswalks are not painted on all crossing legs
    - Northeast side has a hydrant in way of a curb cut
    - With cars coming down Stockton Avenue at a higher speed, there are safety concerns with the southeast side and it is difficult to maneuver across the street because of the slope of the road.
  - At Lincoln Avenue (near the High School) there are no curb cuts.

- Lincoln Avenue
  - Poor sidewalk at Kearny Street
  - Poor crossing at Richmond Street
- Arlington Boulevard
  - Would like to access Madera School, Arlington Park, and Mira Vista Country Club. However, there are few landings, curb cuts, or even sidewalks. You have to take paratransit, but once you get off, it is difficult to get to any destination.
- Main Grid network:
  - North/South options: San Pablo Avenue, Ohlone Greenway, Richmond Street, Ashbury Avenue
  - East/West options: Fairmount Avenue, Stockton Avenue, Moeser Lane, Manila Avenue, Potrero Avenue, Hill Street, Cutting Boulevard

#### Other issues

- Use of roads instead of sidewalks: Several participants reported that they do not use sidewalks because they are uneven and their wheelchair can get stuck. Tree roots and maintenance are a problem. Cars parked on sidewalks is another common problem, especially at multi-unit buildings.
- Whenever possible, there should be two curb cuts at every corner for 90° crossings.
- Police recommend staying east of San Pablo Avenue and off the Ohlone Greenway after dark.
- No route to/from Castro School/Castro Park or Richmond Street to del Norte BART. (There are children in wheelchairs at Castro and Cameron Schools.)

#### Ideas for improvements

- Ohlone Greenway
  - Install solar powered phones or call boxes along the pathway
  - Increased enforcement for drivers that do not stop for pedestrians at the crossings.
  - Installation of lighted crosswalks (expensive).
- San Pablo Avenue
  - Install pedestrian countdown signal heads.
- Blocked sidewalks
  - Increase enforcement of cars that block sidewalks. Possibly allow residents to put a flyer on cars informing them that they are blocking the sidewalk. This is especially a problem on Fairmount Avenue between Norvell Street and Richmond Street.
- Create a website/email for suggestions on curb cuts or other maintenance issues.
- Offer a self defense class for people with disabilities

#### Priorities

- Accessible routes
- Accessible crossings
- Maintenance: Fixing potholes and broken asphalt
- Accessible push buttons (easier to push and in better location)

#### Other

- AC Transit cuts in service are concentrating north/south lines on San Pablo Avenue

## **Staff User Group Meeting**

*August 6, 2004*

*10am to 11:30am*

*El Cerrito City Conference Room A*

*6 Attendees*

*Representatives from Community Development, Public Works, Senior Services, and Fire Department*

### Bike Routes

#### Ohlone Greenway

- Speed tables can affect the response time for emergency vehicles and are a concern for the fire department. Therefore, design and installation of speed tables should take emergency routes into account. A policy similar to the one that limits the installation of speed humps to certain residential streets could be used or adopted for speed tables. The fire department is most concerned about Fairmount Avenue, Central Avenue, Moeser Lane, and Potrero Avenue
- Public works is going to test an installation of visual warning bars at the Ohlone Greenway crossing at Moeser Lane.
- Sight distance of bicyclists and pedestrians is difficult.

#### Key to Key

- Difficult to remove parking at High School because neighbors will likely oppose parking removal because of the spill over into the neighborhood. The redesign of the High School may provide more on site parking. Could possibly do a residential permit to limit students parking in the neighborhood.

#### Central Avenue

- Very narrow into Richmond and needs attention at interchange
- Will have stripe on one block near BART as part of Fairmount Avenue improvements

#### Stockton Avenue

- Difficult to remove parking because of commercial area near Ashbury and Veteran's Hall, Masonic Hall, Methodist Church, and Fairmont School which all need on-street parking for special events.
- Designate it as a Class III bikeway.
- Consider Eureka Avenue as wider and calmer alternative but there is not a thru connection at the Ohlone Greenway.

#### Schmidt Lane

- Bulb outs will be built as part of the "Mill and Lumber" project. They may need to be modified or removed to accommodate future Class II bike lanes.

#### San Pablo Avenue

- Should be designated in a long range plan

#### Potrero Avenue

- Will be a Class III bikeway as part of Richmond Greenway Interim alignment from City limit to Ohlone Greenway
- Should extend to Richmond to meet Key to Key Route

#### Arlington Boulevard

- Recognize that it is frequently used by recreational and commuting bicyclists

### Pedestrian Routes

#### Priorities

- Focus on safety, accessibility, and circulation and include streetscape improvements as background information
- ADA accessibility is a major priority

#### Schmidt Lane vs. Manila Avenue

#### Scott Street vs. Navellier Street

#### Potrero Avenue

- Provides an important link to western El Cerrito
- Try to involve residents of western El Cerrito who feel underserved

#### Barrett Avenue

- AC Transit Route

Richmond Street to del Norte BART

- Richmond Street to Elm Street to Hill Street

Park Connector

- Will bike access be permitted?
- Connect Moeser Lane to Ridge Trail via transmission line clearing
- Ridge Line Trail: Fire department is building a fuel break that is along the city's border. Could be used for a future walking trail. Talk to Wildcat about designation of a trail and connections to other trails.

Incorporation into General Plan

- Framing with existing policies in General Plan
- Add appropriate policies/goals

## **Policy Maker Meeting**

*August 12, 2004*

*9am to 10:30am*

*El Cerrito City Hall*

*Seven Attendees*

*Four Staff*

Representatives from ABAG Bay Trail, City of Albany, BART, WCCTAC, East Bay Regional Parks, ACTIA, and ACCMA

### San Pablo Avenue

- Bike Lanes on San Pablo Avenue vs. Key to Key Alternative Route
  - Key to Key is already a well used route and vehicular traffic is accustomed to sharing the road with bicyclists
  - Bikers do not like to use San Pablo Avenue
  - Alameda County does not designate San Pablo Avenue as a bikeway
  - Adams Street is an alternative route in Albany's Bicycle plan
  - With so many entrances/driveways and so much vehicular turning movement, bike lanes could be hazardous
  - Regional agencies are re-visioning the design and development along San Pablo Avenue and making it into a bicycle and pedestrian friendly world class boulevard. This includes land use changes and redevelopment. It is a long term plan (over next 10 years)
- Pedestrian Issues
  - Lower speed limit to 30mph and increased enforcement could slow traffic and create a more pedestrian friendly environment. Also, it would be consistent with the posted speed limit in the north and south.
  - Need for better east/west crossings and connections at key locations. It is a barrier to the Bay Trail, which is a regional connection. (Cerrito Creek Greenway will provide a more immediate connection from the Ohlone Greenway to the Bay Trail via Buchanon Street in Albany.)
  - Tall trees (similar to Berkeley and near Stockton Avenue in El Cerrito) help to calm the traffic
  - Streetscape and redevelopment along San Pablo Avenue will make it more pedestrian friendly.

### Ohlone Greenway

- Need to improve crossings
  - Signage, Speed tables, bulb outs
- Lighting
- Feels isolated from the community because of the fences fronting the pathway

### Central Avenue

- Need to acknowledge the desire of bicyclists and pedestrians to use the route to access the Bay Trail and emphasize that in ongoing planning for the Central Avenue interchange improvements.
- Caltrans is required to look at local plans and specifications when they plan improvements. If El Cerrito has planning language and even design plans in place, they can be better incorporated into the redesign of the interchange.

### Carlson Boulevard

- The City of Richmond might be working on improvements. Call to check and find out if bike lanes are part of the improvements.

### Park Connector Trail

- Rifle Range Road is the only existing access to Wildcat Park.

- The area between the city limit and the existing trails in Wildcat is a landslide area, so it would be very difficult develop a new connector trail.
- Since the firebreak trail would connect to Rifle Range Road, consider the added value of developing the firebreak trail. An alternative is to use city streets for the recommended alignment.
- Since the firebreak trail is along the back of private property, the neighbors might not be in favor of having public access.
- If a loop could be create and it was viewed as a neighborhood trail, it might be more well received by residents.
- Mid-block crosswalk at Arlington Park and Hillside Path is dangerous and needs improvements or consider realignment.

#### Bicycle Facility Zoning Requirements

- Berkeley has requirements but they are for new development only.
- Alameda County Plan has a model Bicycle Ordinance that was drawn from the American Bicycle Association.
- Palo Alto and Davis are two other examples of local jurisdictions with bicycle parking ordinances.

#### Routes to Transit

- BART and the City have discussed better crossings of San Pablo Avenue near BART stations but there is a need for funding. Signal timing is long and Caltrans has stated that no additional time is available for added pedestrian phases.
- BART is considering how to shift modes for accessing transit to modes other than single occupancy vehicles. At del Norte, they are currently studying the impact of reducing the 1:1 parking replacement requirements and how improvements could help accommodate other modes.
- New regional bicycle and pedestrian funds will allocate funds on a county and regional basis.
- New bicycle lockers at BART are nice.

#### Routes to School

- Most schools are on a pedestrian route but there are broader issues that must be addressed and a specific plan is needed for each school to consider pick up and drop off areas as well as bicycle and pedestrian routes.
- If the Circulation Plan does not include routes, be sure to include policies as part of the Plan. This can help to leverage funding.
- Albany just approved a school safety flyer to be passed out to parents.

#### Future relinquishment of San Pablo Avenue

- City is considering the relinquishment of San Pablo Avenue from Caltrans which give the city jurisdiction to make improvements and redesign. However, this makes sense if other neighboring jurisdictions also consider relinquishment.
- Relinquishment also means that financial responsibility, which some jurisdictions may not be willing or able to handle.
- Currently there are some competing visions for San Pablo Avenue for transit priority, pedestrian friendly, bicycle route, and land development. How can these visions be combined?

#### Need for regional and comprehensive view

- Although some improvements may be isolated, there is a need to take a comprehensive view and see how the improvements fit into the existing conditions and future improvements.

## Community Workshop

August 23, 2004

7:00pm to 8:30pm

El Cerrito Community Center, Council Chambers

Twenty Attendees

Four Staff

### Pedestrian Route Feedback

- Ohlone Greenway is dark at certain locations, particularly between Fairmount Avenue and Brighton Avenue (by EC Plaza). Needs brighter lighting. Because of safety concerns, the tendency now is to stay on surface streets near/when dark.
- Access ramps to the Ohlone Greenway at Eureka Avenue are too steep for wheelchair users.
- Navellier Street has many newly installed stop signs, but it creates danger because cars don't stop. It gives a false sense of security.
- Intersections for improvement:
  - Ashbury Avenue and Fairmount Avenue: Need crossing on both east and west sides of Ashbury Avenue
  - Colusa Avenue and Santa Fe Avenue: Crosswalk is inaccessible and not visible to Colusa Avenue southbound drivers
  - Central and Ohlone Greenway: Difficult to cross
  - San Pablo Avenue at Central Avenue: Crossing time combines the timing for left-turn movements with pedestrian crossing. Clarify with signage for vehicles to yield to pedestrians, or add dedicated pedestrian crossing time to the signal timing.
  - San Pablo Avenue at Stockton Avenue: Currently only a 3-way stop. Make it an audible signal with more pedestrian crossing time.
  - Key Route and Cutting Boulevard: Difficult to cross because of wide streets
- Changes to Pedestrian Routes:
  - Direct pedestrians on Elm Street instead of Richmond Street because Richmond Street is unpleasant walking environment with higher volumes of speeding traffic
  - Move the pedestrian route from Manila Avenue and combine with bicycle pathway on Schmidt Lane. Manila Avenue has more vehicular traffic, especially at the crossing with Richmond Street.
  - Add Colusa Avenue as a pedestrian route to the circle and into Berkeley.
- Traffic Calming: Add speed humps on Richmond Street to slow traffic and increase safety for pedestrians. Need for a third traffic circle at Lynn Avenue and San Carlos Avenue.
- Like the Park Connector Trail! Add a pedestrian route through the Hillside Natural Area on Nature Trail developed by the Boy Scouts. It curves down (west) from the end of the pedestrian walkway off Douglas and then south (attendee drew it 1/4 inch above western border of Hillside Natural Area) to connect to trail that begins at Schmidt Lane. Shrubs need to be maintained in order to keep trail open.

### Bikeways Feedback

- North/South routes provide good coverage.
- No on-road bike lanes or routes feel safe for kids
- San Pablo Avenue was viewed as currently only for very experienced and avid cyclists. Adding bicycle lanes would significantly increase the confidence of riders to use this main thoroughfare. Can't imagine biking on San Pablo Avenue now!
- Western end of Central Avenue and into Richmond is very congested and there is illegal parking
- Key-to-key route is what riders now use
- Some cyclists want recreational route on road versus slower Ohlone Greenway
- East/West routes are spaced appropriately, although there is little reason to travel up into the hills, except to continue on to Colusa Avenue to get into Berkeley. This route, while taken by a number of cyclists, is more appropriate for pedestrians due to the narrow width of the roadway and its blind corners.

- Rather than create new Class II route north-south, emphasize east-west connections to get to Class I Ohlone Greenway. In general, there should be some type of bikeway facilities around each school in El Cerrito, connecting to the Ohlone Greenway. For example, consider adding at least a Class III bike route on Gladys Avenue to provide some bike access to Cameron and Castro Schools. Another idea is to create an east-west Class I paths to connect Ohlone Greenway to schools.
- Parking removal on Richmond will impact people living in that area because people will have to find other places to park. Removal of parking near the Plaza BART station on Central Avenue is also a particular concern.
- The short connection traveling north on the Ohlone Greenway then west to the library was considered dangerous since a cyclist would have to ride against the direction of travel for a short distance. Consider a Class I two-way pathway here.
- Add a second ramp from the Ohlone Greenway at the El Cerrito City limit down to El Cerrito Plaza Shopping Center and the future daylighted Cerrito Creek. (Ramp required as a Condition of Approval to Plaza development. Implementation delayed due to potential development of the Measure C Garage.)

### Pedestrian Priorities

- In general, prioritize pedestrian improvements to BART, schools and civic buildings
- Cerrito Creek Greenway and associated San Pablo Avenue crossing improvements at Carlson Boulevard
- Fairmont Avenue: east of Richmond/current improvements
- Ohlone Greenway crossing at Stockton Avenue
- Improvements at Moeser Lane and Ashbury Avenue, particularly the sidewalk on the east side
- Moeser Lane hill: need sidewalk up around/past Seaview Drive
- Barrett Avenue by Tehiyah School: need traffic light because traffic travels too fast. The school has had a least one child hit.
- Sidewalk is needed on Norvell Street immediately south of Moeser Lane
- Pathway between Fairmont Elementary School, Senior Center, and Library down to and across San Pablo Avenue.
- Intersections:
  - Cutting Boulevard at San Pablo Avenue is the most critical need in the City due to the high volume of pedestrian and vehicular traffic, the lack of a 4-way crossing, and it's proximity to the Del Norte BART Station. A safety island for pedestrians would improve the intersection.
  - San Pablo Avenue at Stockton Avenue crossing with audible signals.
  - Ohlone Greenway at Schmidt Lane
  - Intersection of Moeser Lane at Avis/Navellier, improve sight lines by reducing vegetation.

### Bike Priorities

- Stockton Avenue was a high priority since it connects to Fairmont School, and the library.
- Fix uneven roadway at Ashbury Avenue immediately south of Fairmount Avenue.
- Schmidt Lane was viewed as important, since it will soon connect a dense mixed use development.
- Ashbury Avenue connecting El Cerrito High School with the Community Center was considered a second priority for both its bicycle and pedestrian facilities.
- Central Avenue was important to provide better bicycle access to the BART Station, especially between Ashbury Avenue and the Ohlone Greenway.
- Potrero Avenue to connect into the City of Richmond. This was a relatively low priority since this alignment, developed by the City of Richmond, was not viewed as going to a popular destination, nor was the proposed Class III route considered ideal.
- Cerrito Creek Greenway and associated San Pablo Avenue crossing improvements at Carlson Boulevard

### Other

- Coordinate the traffic lights on Richmond Street at Moeser Lane and Stockton Avenue
- Need street sign for Lexington Street at Stockton Avenue because it is currently obstructed by library sign
- Add a wooden bridge over the frog habitat on the Ohlone Greenway between Lincoln Street and Eureka Avenue

## Community Workshop

March 13, 2007

6:30pm to 8:00pm

El Cerrito Community Center, Council Chambers

Twenty-One Attendees

Three Staff

### Public Comments & Questions

#### Bicycle-Related

- Make sure Bike Parking Standards accommodate trailers, kids extensions etc.
- Want Bike Boulevard
- Implement bike route signs on Key to Key route as priority before Bike Boulevard
- Want design standards for Bike Parking; bike parking should accommodate all types of bikes including trailers
- Want a bicycle parking zoning ordinance
- Is there room for bike lanes on San Pablo Avenue?
- Need to include bicycles in LOS considerations as a part of General Plan update

#### Ohlone Greenway Specific

- Increase emphasis on Ohlone Greenway—minor streets, intersections. Maybe consider more radical approach such as closing a minor street (such as Waldo) to traffic
- Wants to improve safety on Ohlone Greenway including speed tables, curb bumpouts

#### Pedestrian Related

- Colusa-Fairmount APS (Accessible Pedestrian Signal) too loud.
- Resident on Colusa @ Hotchkiss concerned about vehicle speed, vehicles parking on sidewalks, the 3-ways stops at Eureka/Colusa and @ Hotchkiss
- Wants city to participate in International Walk to School Day
- Want additional SR2S activities like SR2S Walking School Bus
- Improve safety at Ohlone Greenway Crossings
- Need to remove sidewalk obstructions like controller boxes blocking sidewalks on Schmidt and San Pablo
- Need APS at San Pablo Ave intersections with Stockton and Fairmount
- Need push-buttons at San Pablo Ave intersections with Central, Hill and Fairmount
- Need countdown signals at other locations than San Pablo Ave
- Missing crosswalk at Madera
- Need crosswalk across Arlington to Madera School
- Likes connecting trails to parks
- Lives near San Pablo Avenue and Eureka. Likes planned pedestrian refuge islands.
- Likes that we will improve crosswalks at San Pablo Avenue and Del Norte
- Wants more trails in parks

#### General

- Plans are amazing...glad to see more countdown signals, wants more emphasis on Ohlone Greenway
- Major deterrent to people walking to school is not only traffic safety but fear of abductions.
- Caltrans controller box at Schmidt and elsewhere causing obstruction
- Wants AC Transit stops shown on maps
- Highlight bicycle-pedestrian connections to other cities, a city-only bike map is less useful
- Make sure paving projects and proposed sales tax include spending to upgrade sidewalks
- Show Adams Street proposed bridge and hillside areas and stairs on maps

## Appendix D: Additional Demographic Maps

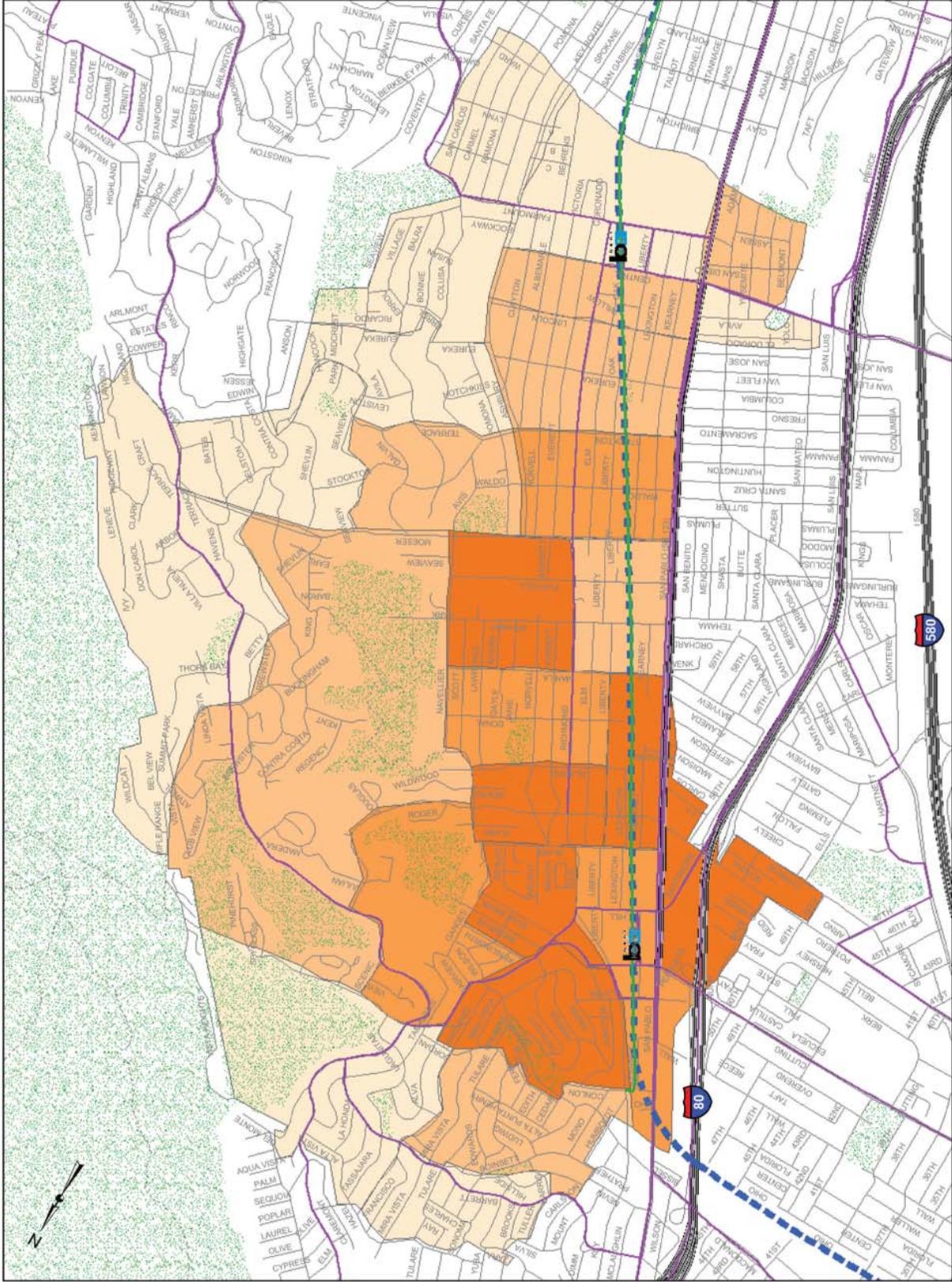


**Figure D-1**  
**Percent of Persons**  
**Who are Asian**  
**by Census Block Group**

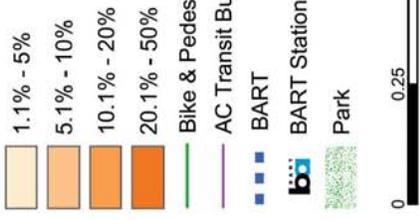
- 10.1% - 20%
- 20.1% - 25%
- 25.1% - 30%
- 30.1% - 45%
- Bike & Pedestrian Path
- AC Transit Bus Route
- BART
- BART Station
- Park

0 0.25 0.5 Miles

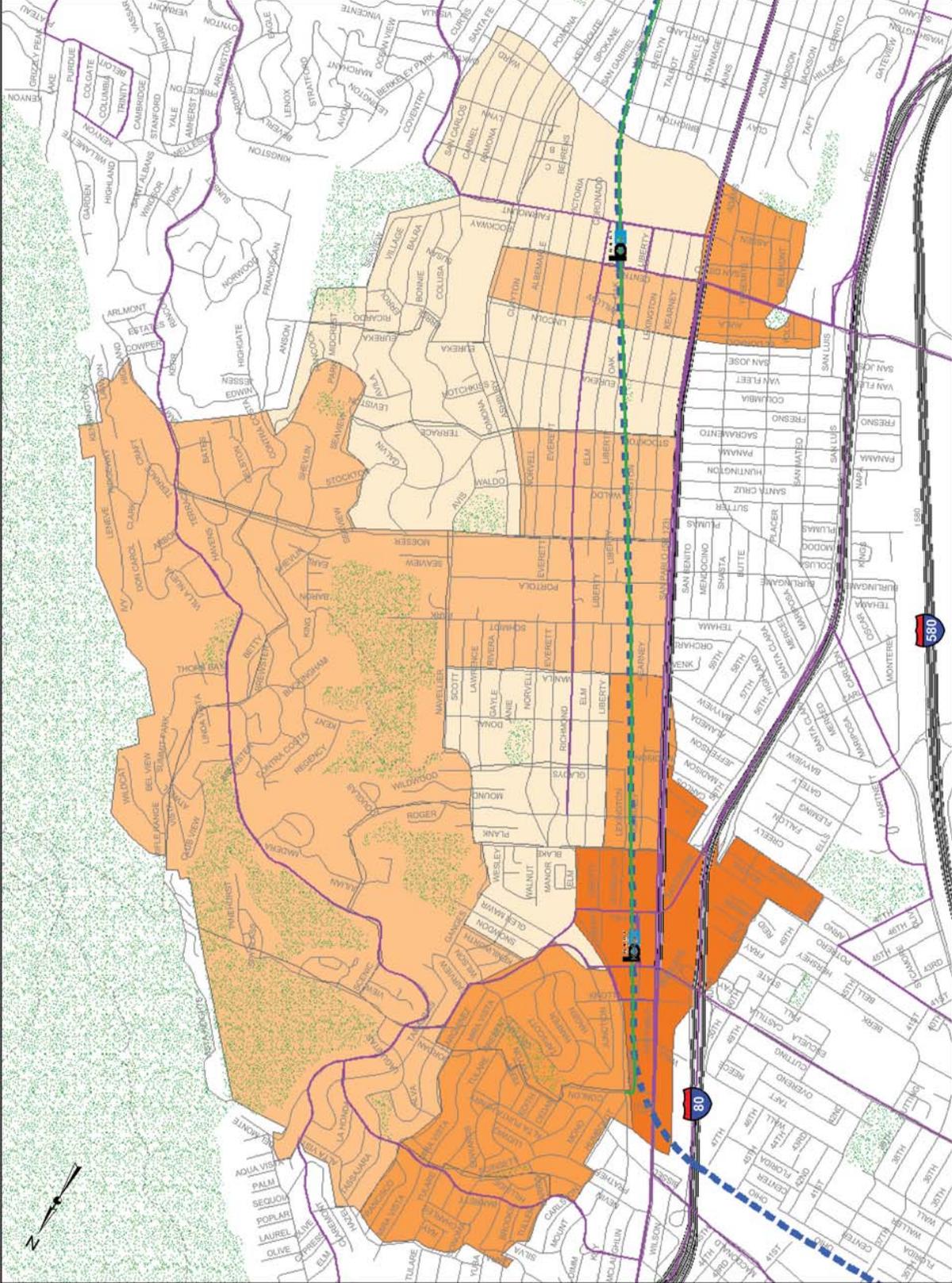
Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
 Source: US Census 2000



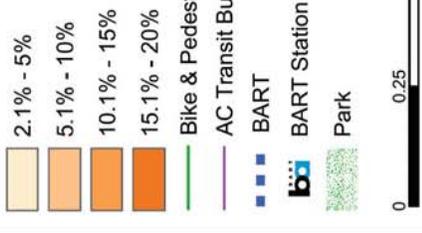
**Figure D-2**  
**Percent of Persons**  
**Who are Black**  
**by Census Block Group**



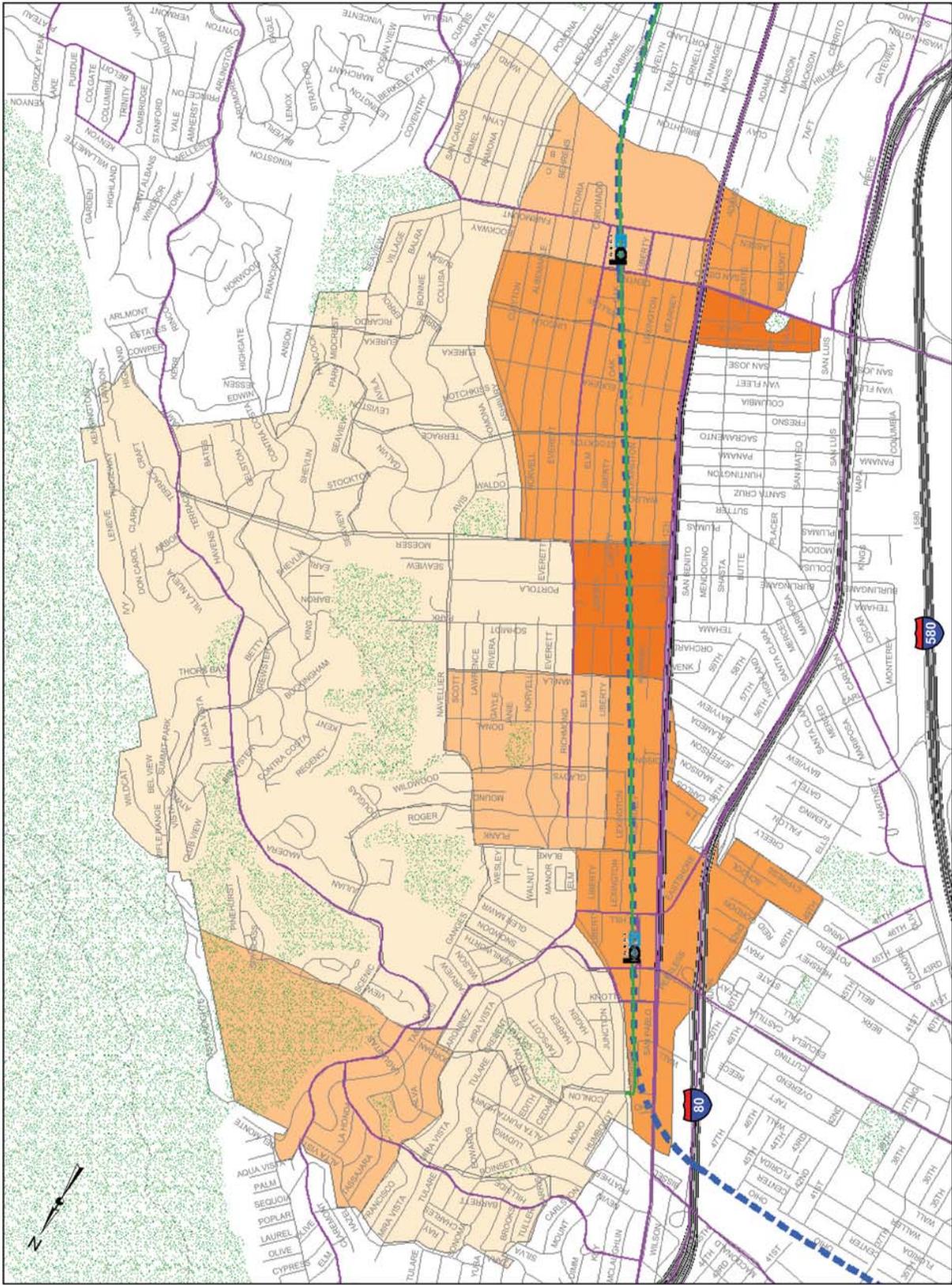
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 Source: US Census 2000



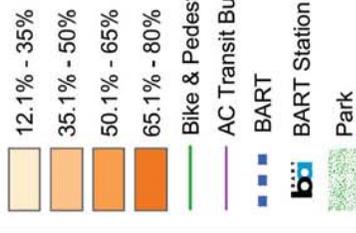
**Figure D-3**  
**Percent of Persons**  
**Who are Hispanic**  
**by Census Block Group**



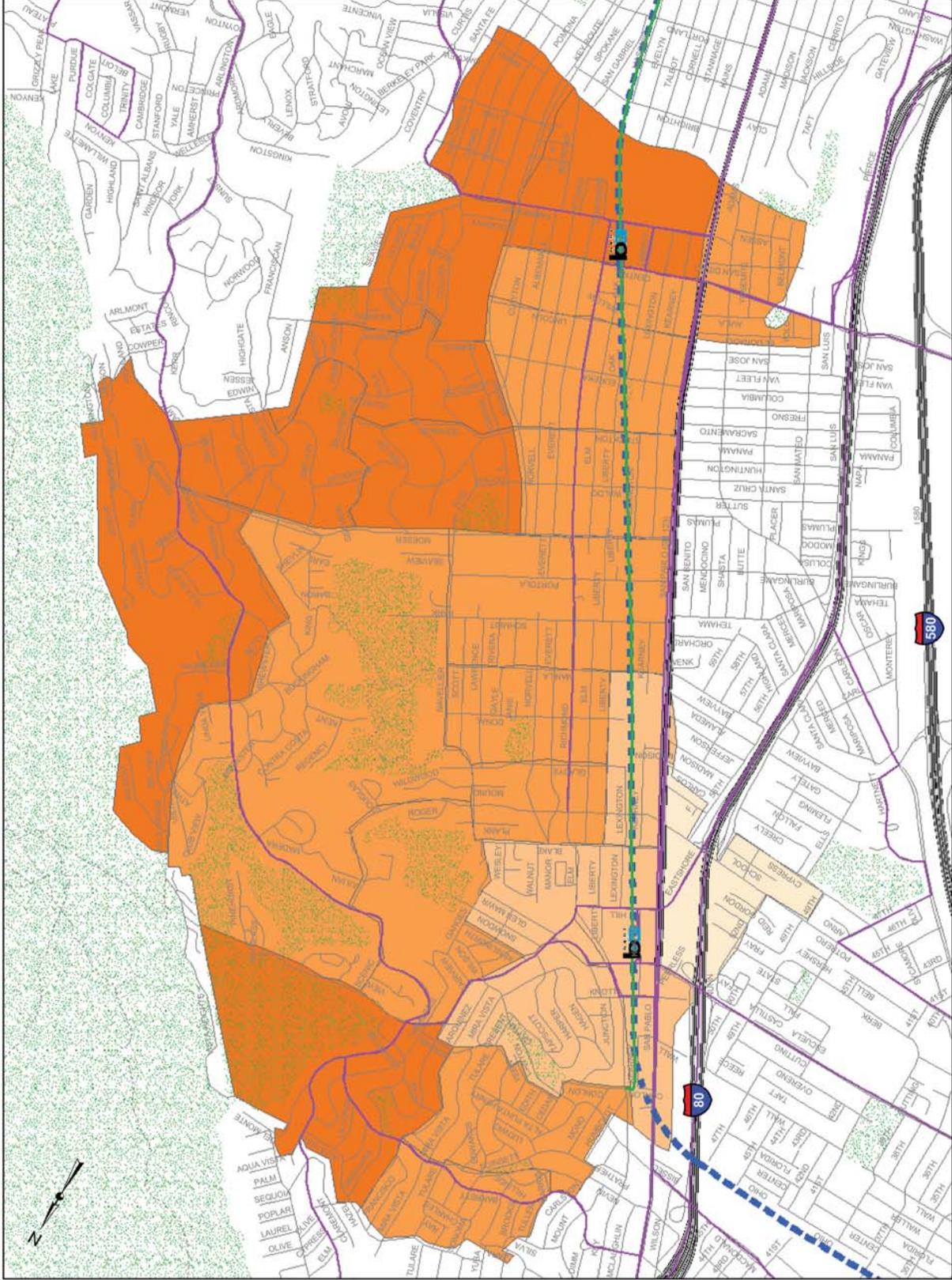
Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
 Source: US Census 2000



**Figure D-4**  
**Percent of Persons**  
**Who are White**  
**by Census Block Group**



Note: The City of El Cerrito makes no warranty, representation or guarantee as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided on the map.  
 Source: US Census 2000



## Appendix E: Local Bicycle and Pedestrian Counts

Location	Date	Time	Cyclists	Pedestrians
Ohlone Greenway @ Moeser Lane	3/11/98	7:00 AM - 7:30 AM	6	12
Ohlone Greenway @ Moeser Lane	3/11/98	7:30 AM - 8:00 AM	9	11
Ohlone Greenway @ Moeser Lane	3/11/98	8:00 AM - 8:30 AM	23	15
Ohlone Greenway @ Moeser Lane	3/11/98	8:30 AM - 9:00 AM	8	17
Ohlone Greenway @ Moeser Lane	3/11/98	4:00 PM - 4:30 PM	19	18
Ohlone Greenway @ Moeser Lane	3/11/98	4:30 PM - 5:00 PM	19	33
Ohlone Greenway @ Moeser Lane	3/11/98	5:00 PM - 5:30 PM	14	34
Ohlone Greenway @ Moeser Lane	3/11/98	5:30 PM - 6:00 PM	22	23
Ohlone Greenway @ Moeser Lane	3/10/98	7:00 PM - 7:30 PM	11	3
Ohlone Greenway @ Moeser Lane	3/10/98	7:30 PM - 8:00 PM	1	1
Ohlone Greenway @ Moeser Lane	9/21/99	7:00 AM - 7:30 AM	6	19
Ohlone Greenway @ Moeser Lane	9/21/99	7:30 AM - 8:00 AM	15	15
Ohlone Greenway @ Moeser Lane	9/21/99	8:00 AM - 8:30 AM	13	36
Ohlone Greenway @ Moeser Lane	9/21/99	8:30 AM - 9:00 AM	16	21
Ohlone Greenway @ Moeser Lane	9/21/99	4:00 PM - 4:30 PM	13	15
Ohlone Greenway @ Moeser Lane	9/21/99	4:30 PM - 5:00 PM	19	17
Ohlone Greenway @ Moeser Lane	9/21/99	5:00 PM - 5:30 PM	15	11
Ohlone Greenway @ Moeser Lane	9/21/99	5:30 PM - 6:00 PM	26	17
Ohlone Greenway @ Moeser Lane	2/15/00	7:00 PM - 7:30 PM	6	4
Ohlone Greenway @ Moeser Lane	2/15/00	7:30 PM - 8:00 PM	4	6
Fairmount Ave @ South Side Plaza BART	8/8/03	7:30 AM - 8:00 AM	18	67
Fairmount Ave @ South Side Plaza BART	8/8/03	8:00 AM - 8:30 AM	10	53
Fairmount Ave @ South Side Plaza BART	8/8/03	8:30 AM - 9:00 AM	9	61
Fairmount Ave @ South Side Plaza BART	8/8/03	9:00 AM - 9:30 AM	11	50
Fairmount Ave @ South Side Plaza BART	8/8/03	12:00 PM - 12:30 PM	23	62
Fairmount Ave @ South Side Plaza BART	8/8/03	12:30 PM - 1:00 PM	16	58
Fairmount Ave @ South Side Plaza BART	8/8/03	1:00 PM - 1:30 PM	17	46
Fairmount Ave @ South Side Plaza BART	8/8/03	1:30 PM - 2:00 PM	11	54
Fairmount Ave @ South Side Plaza BART	8/8/03	4:00 PM - 4:30 PM	25	48
Fairmount Ave @ South Side Plaza BART	8/8/03	4:30 PM - 5:00 PM	18	48
Fairmount Ave @ South Side Plaza BART	8/8/03	5:00 PM - 5:30 PM	14	74
Fairmount Ave @ South Side Plaza BART	8/8/03	5:30 PM - 6:00 PM	24	83

## San Pablo Avenue Pedestrian Counts

San Pablo Ave. Intersections		Conlon Ave.	Knott Ave.	Cutting Blvd.	Hill St.	Potrero Ave.	Schmidt Ln.	Moeser Ln.	Stockton Ave.	Central Ave.	Fairmount Ave.	Carlson Blvd.
Morning Peak (7:45am - 8:45am)	EB	0	31	68	47	14	0		2	44	33	9
	WB	5	33	22	18	12	8	5	42	12	15	15
	NB	1	18	37	13	25	0	1	0	5	24	21
	SB	0	2	75	1	3	8	12	45	10	9	7
	Total	6	84	202	79	54	16	18	89	71	81	52
Midday Peak (12:15pm - 1:15pm)	EB	11	18	29	39	9	0	0	3	18	28	14
	WB	2	21	24	12	28	9	8	28	12	18	20
	NB	1	10	24	9	22	0	1	0	15	28	25
	SB	1	0	23	0	3	10	22	42	14	26	15
	Total	15	49	100	60	62	19	31	73	59	100	74
Evening Peak (4:45pm - 5:45pm)	EB	7	21	21	14	9	0	81	5	5	15	29
	WB	10	16	33	20	31	18	10	30	25	29	19
	NB	2	14	18	1	26	1	2	1	7	22	32
	SB		2	45	10	2	9	3	11	9	24	21
	Total	19	53	117	45	68	28	96	47	46	90	101
Overall Total		40	186	419	184	184	63	145	209	176	271	227
Average (Ped/hr)		13.3	62.0	139.7	61.3	61.3	21.0	48.3	69.7	58.7	90.3	75.7

\*Counts taken July 2003

## Appendix F: Supplemental Bicycle Facility Design Guidelines

This appendix provides basic bikeway planning and design guidelines for use in developing the City of El Cerrito bikeway system and support facilities. All recommendations in this appendix satisfy Caltrans Chapter 1000 “Bikeway Planning and Design” requirements. However, as noted below only the “Design Requirements” sections for Class I, II and III facilities contain elements required by Caltrans for compliance with their design guidelines. The balance of the information is for reference only and although it meets Caltrans requirements is not intended to state a minimum or maximum accommodation or to replace any existing City of El Cerrito roadway design guidelines. All facility designs are subject to engineering design review.

### Bikeway Facility Classifications

According to Caltrans, the term “bikeway” encompasses all facilities that provide primarily for bicycle travel. Caltrans has defined three types of bikeways in Chapter 1000 of the Highway Design Manual: Class I, Class II, and Class III. For each type of bikeway facility both “Design Requirements” and “Additional Design Recommendations” are provided. “Design Requirements” contain requirements established by Caltrans Chapter 1000 “Bikeway Planning and Design”. “Additional Design Recommendations” are provided as guidelines to assist with design and implementation of facilities and include alternate treatments approved or recommended by not required by Caltrans.

Figure F-1 provides an illustration of the three types of bicycle facilities.

### Class I Bikeway – Design Requirements

Typically called a “bike path” or “shared use path,” a Class I bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. The recommended width of a shared use path is dependent upon anticipated usage:

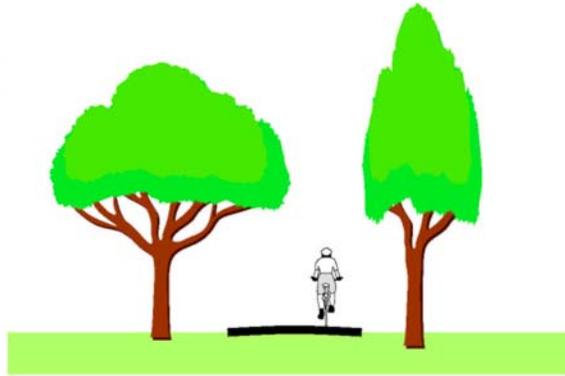
- 8’ (2.4 m) is the minimum width for Class I facilities
- 8’ (2.4 m) may be used for short neighborhood connector paths (generally less than one mile in length) due to low anticipated volumes of use
- 10’ (3.0 m) is the recommended minimum width for a typical two-way bicycle path
- 12’ (3.6 m) is the preferred minimum width if more than 300 users per peak hour are anticipated, and/or if there is heavy mixed bicycle and pedestrian use

A minimum 2’ (0.6 m) wide graded area must be provided adjacent to the path to provide clearance from trees, poles, walls, guardrails, etc. On facilities with expected heavy use, a yellow centerline stripe is recommended to separate travel in opposite directions.

**Figure F-2** illustrates a typical cross-section of a Class I multi-use path.

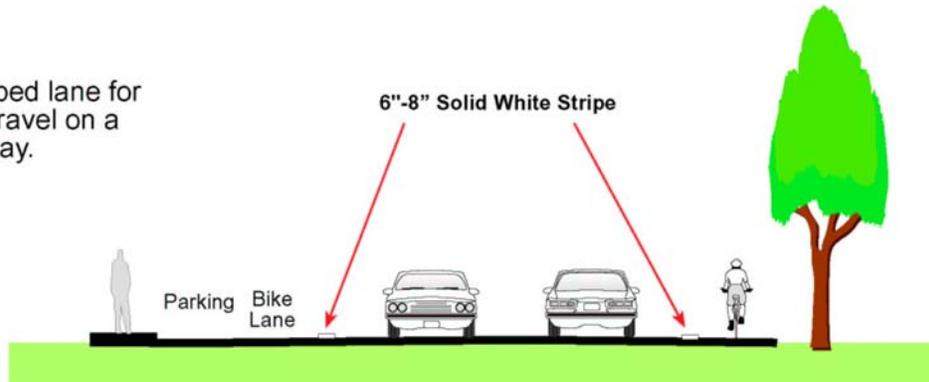
### Shared Use Path

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



### Bike Lane

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



### Bike Route Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.

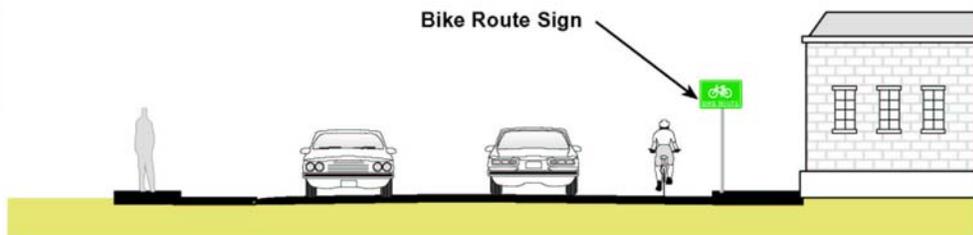


Figure F-1 Bicycle Facility Types

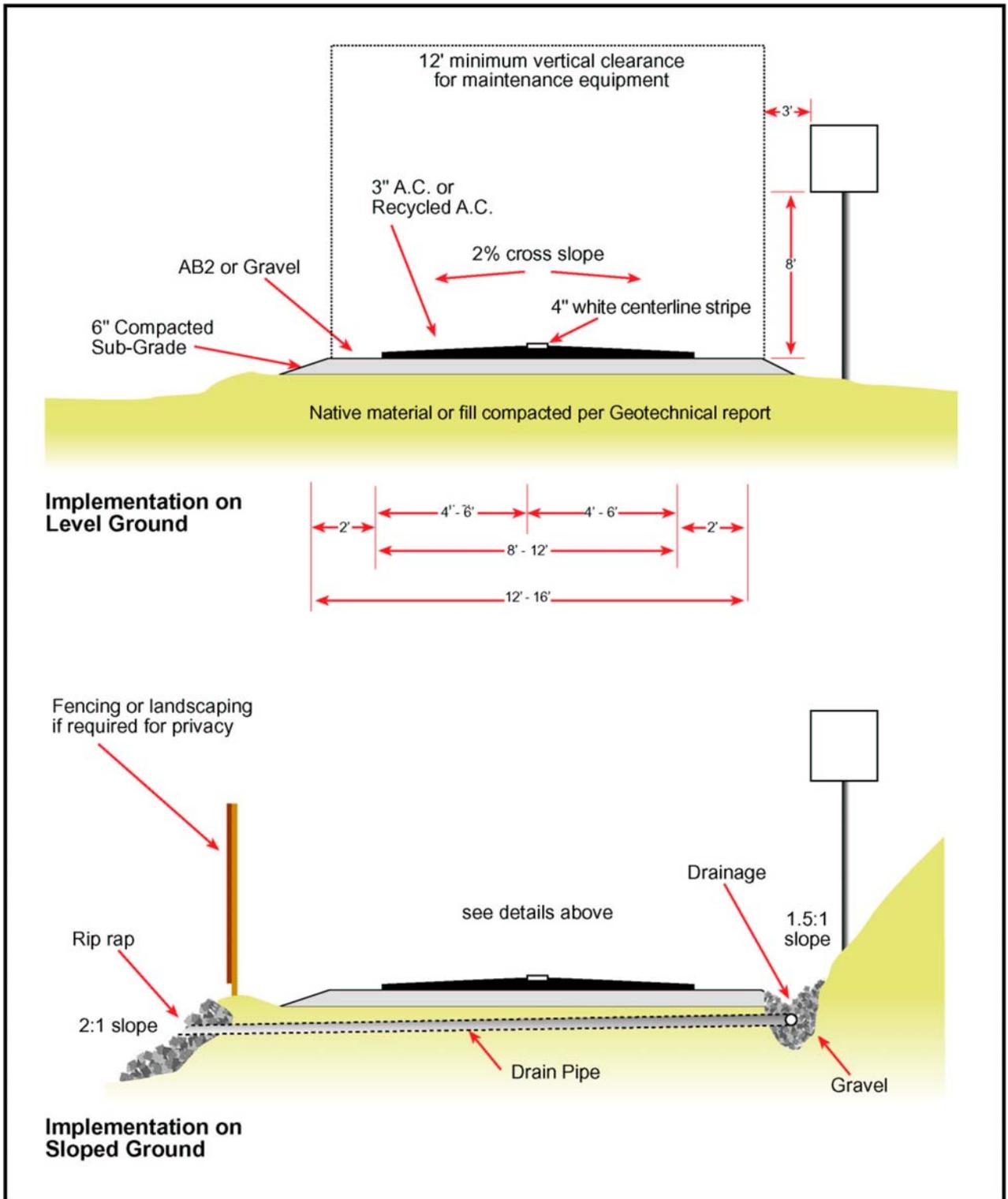


Figure F-2 Class I Facility Cross-Section

### Class I Bikeway - Additional Design Recommendations:

1. Shared use trails and unpaved facilities that serve primarily a recreation rather than a transportation function and will not be funded with federal transportation dollars may not be required to be designed to Caltrans standards. However, state and national guidelines have been created with user safety in mind and should be followed. Wherever any trail facility intersects with a street, roadway, or railway, standard traffic controls should always be used.
2. Class I bike path crossings of roadways require preliminary design review. Generally speaking, bike paths that cross roadways with average daily trips (ADTs) over 20,000 vehicles will require signalization or grade separation.
3. Landscaping should generally be low water consuming native vegetation and should have the least amount of debris.
4. Lighting should be provided where commuters will use the bike path during hours of darkness.
5. Barriers at pathway entrances should be clearly marked with reflectors and be ADA accessible (minimum five feet clearance).
6. Bike path construction should take into account impacts of maintenance and emergency vehicles on shoulders and vertical and structural requirements. Paths should be constructed with adequate sub grade compaction to minimize cracking and sinking.
7. All structures should be designed to accommodate appropriate loadings. The width of structures should be the same as the approaching trail width, plus minimum two-foot wide clear areas.
8. Where feasible, provide two-foot wide unpaved shoulders for pedestrians/runners, or a separate tread way.
9. Direct pedestrians to the right side of pathway with signing and/or stenciling.
10. Provide adequate trailhead parking and other facilities such as restrooms and drinking fountains at appropriate locations.

### **Class II Bikeway – Design requirements**

Often referred to as a “bike lane,” a Class II bikeway provides a striped and stenciled lane for one-way travel on either side of a street or highway. **Figure F-3** shows a typical Class II cross-section. To provide bike lanes along corridors where insufficient space is currently available, extra room can be provided by removing a traffic lane, narrowing traffic lanes, or prohibiting parking. The width of the bike lanes vary according to parking and street conditions. Note that these dimensions are for reference only, may not meet City of El Cerrito Standards and are subject to engineering design review.

- 4' (1.2 m) minimum if no gutter exists, measured from edge of pavement
- 5' (1.5 m) minimum with normal gutter, measured from curb face; or 3' (0.9 m) measured from the gutter pan seam
- 5' (1.5 m) minimum when parking stalls are marked
- 11' (3.3 m) minimum for a shared bike/parking lane where parking is permitted but not marked on streets without curbs; or 12' (3.6 m) for a shared lane adjacent to a curb face

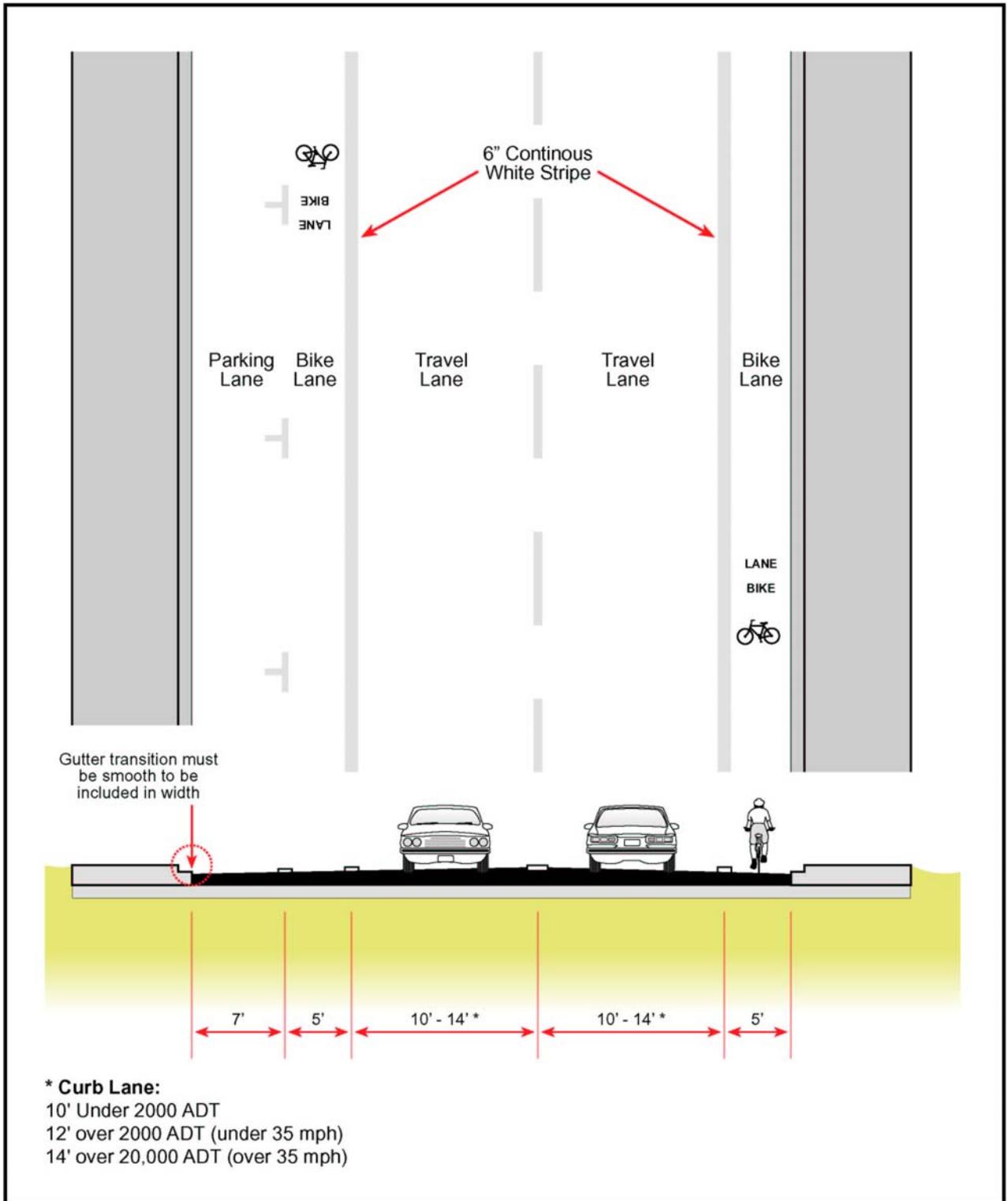


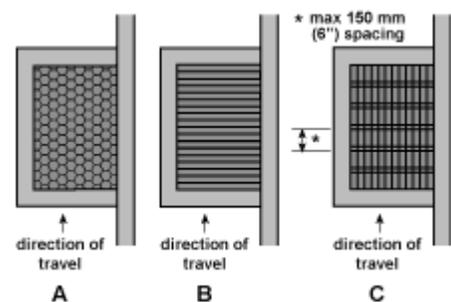
Figure F-3 Typical Class II Facility Cross-Section

## Class II Bikeway - Additional Design Recommendations:

1. The Department of Public Works should recommend that wider bike lanes beyond the minimum standard be installed.
2. Intersection and interchange treatment – Caltrans provides recommended intersection treatments in Chapter 1000 including bike lane “pockets” and signal loop detectors. The Department of Public Works should develop a protocol for the application of these recommendations, so that improvements can be funded and made as part of regular improvement projects.
3. Signal loop detectors, which sense bicycles, should be considered for all arterial/arterial, arterial/collector, and collector/collector intersections. A stencil of a bicycle and the words “Bicycle Loop” should identify the location of the detectors.
4. When loop detectors are installed, traffic signalization should be set to accommodate bicycle speeds.
5. Bicycle-sensitive loop detectors are preferred over a signalized button specifically designed for bicyclists (see discussion of loop detectors, below).
6. Bike lane pockets (min. 4’ wide) between right turn lanes and through lanes should be provided wherever available width allows, and right turn volumes exceed 150 motor vehicles/hour.
7. Where bottlenecks preclude continuous bike lanes, they should be linked with Class III route treatments.
8. A bike lane should be delineated from motor vehicle travel lanes with a solid 6" white line, per MUTCD. An 8" line width may be used for added distinction.
9. Word and symbol pavement stencils should be used to identify bicycle lanes, as per Caltrans and MUTCD specifications.

Installing bike lanes may require more attention to continuous maintenance issues. Bike lanes tend to collect debris as vehicles disperse gravel, trash, and glass fragments from traffic lanes to the edges of the roadway. Striping and stenciling will need periodic replacing.

Poorly designed or placed drainage grates can often be hazardous to bicyclists. Drainage grates with large slits can catch bicycle tires. Poorly placed drainage grates may also be hazardous, and can cause bicyclists to veer into the auto travel lane.



**Figure F-4 Examples of bicycle friendly drainage grates**

## **Class III Bikeway – Design Requirements**

Generally referred to as a “bike route,” a Class III bikeway provides routes through areas not served by Class I or II facilities or to connect discontinuous segments of a bikeway.

Class III facilities can be shared with either motorists on roadways or pedestrians on a sidewalk (not advisable) and is identified only by signing. There are no recommended minimum widths for Class III facilities, but when encouraging bicyclists to travel along selected routes, traffic speed and volume, parking, traffic control devices, and surface quality should be acceptable for bicycle travel. Although it is not a requirement, a wide outside traffic lane (14’) is typically preferable to enable cars to safely pass bicyclists

without crossing the centerline. Caltrans Chapter 1000 provides details regarding the design requirements for placement and spacing of bicycle route signage.

### Class III Bikeway - Additional Design Recommendations

#### **Shared Roadway Bicycle Marking**

Recently, Shared Lane Marking stencils (also called “Sharrows”), have been introduced for use in California as an additional treatment for Class III facilities. The stencil can serve a number of purposes, such as making motorists aware of bicycles potentially in their lane, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent “dooring” collisions.

**Figure F-7** illustrates recommended on-street Shared Lane Marking stencil placement. The “Chevron” marking design recommended by Caltrans is shown below in **Figure F-8**. The following pavement markings were adopted for official use by Caltrans on 9/12/2005 as MUTCD 2003 California Supplement Section 9C.103 and Figure 9C-107.

Guidance language provided by Caltrans for use of the Shared Lane Marking is as follows:

#### Section 9C.103 Shared Roadway Bicycle Marking

##### Option:

The Shared Roadway Bicycle Marking shown in Figure 9C-107 may be used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the traveled way.

##### Standard:

The Shared Roadway Bicycle Marking shall only be used on a roadway which has on-street parallel parking. If used, Shared Roadway Bicycle Markings shall be placed so that the centers of the markings are a minimum of 3.3 m (11 ft) from the curb face or edge of paved shoulder. On State Highways, the Shared Roadway Bicycle Marking shall be used only in urban areas.

##### Option:

For rural areas, the SHARE THE ROAD (W16-1) plaque may be used in conjunction with the W11-1 bicycle warning sign (see Sections 2C.51 and 9B.18). Information for the practitioner regarding classification of rural versus urban roadways can be found at the following California Department of Transportation website:

<http://www.dot.ca.gov/hq/tsip/hpms/Page1.php>

##### Guidance:

If used, the Shared Roadway Bicycle Marking should be placed immediately after an intersection and spaced at intervals of 75 m (250 ft) thereafter. If used, the Shared Roadway Bicycle Marking should not be placed on roadways with a speed limit at or above 60 km/h, (40 mph).

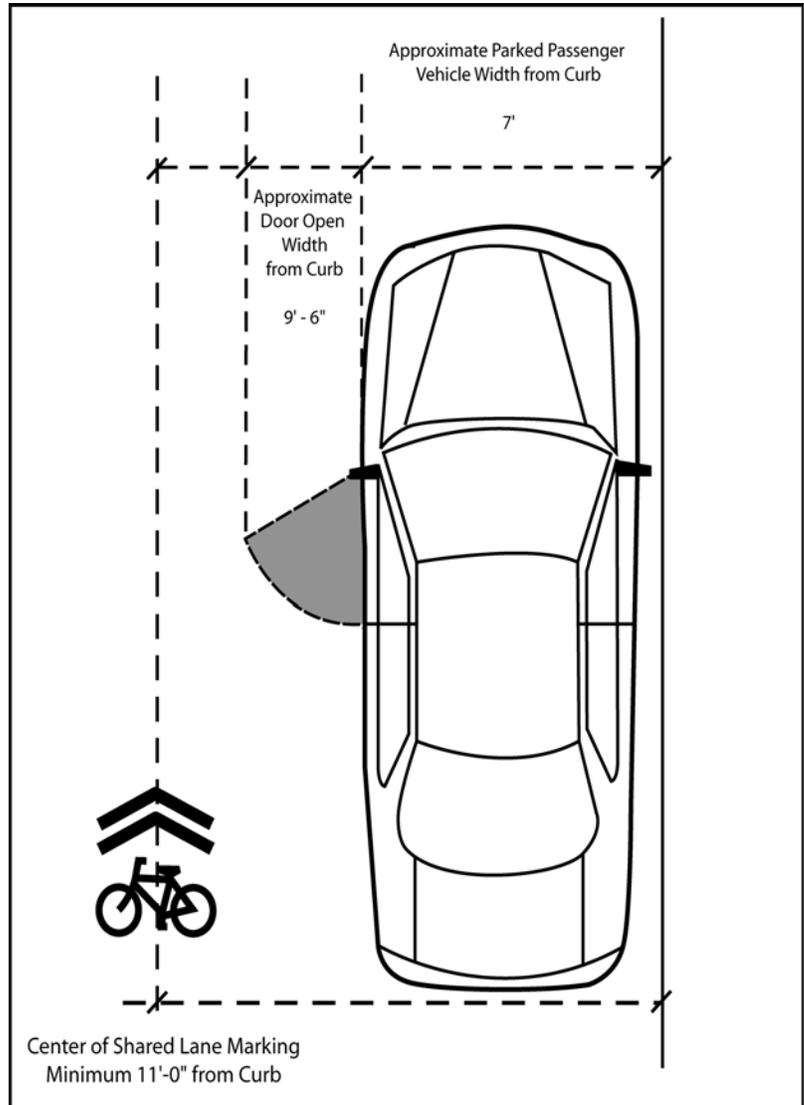
##### Option:

Where a Shared Roadway Bicycle Marking is used, the distance from the curb or edge of paved shoulder may be increased beyond 3.3 m (11 ft). The longitudinal spacing of the markings may be increased or reduced as needed for roadway and traffic conditions. Where used, bicycle guide or warning signs may supplement the Shared Roadway Bicycle Marking.

##### Support:

The Shared Roadway Bicycle Marking is intended to:

- \* Reduce the chance of bicyclists impacting open doors of parked vehicles on a shared roadway with on-street parallel parking.
- \* Alert road users within a narrow traveled way of the lateral location where bicyclists ride.
- \* Be used only on roadways without striped bicycle lanes or shoulders.



**FIGURE F-7 Shared Lane Marking Placement**

Figure 9C-107. Shared Roadway Bicycle Marking

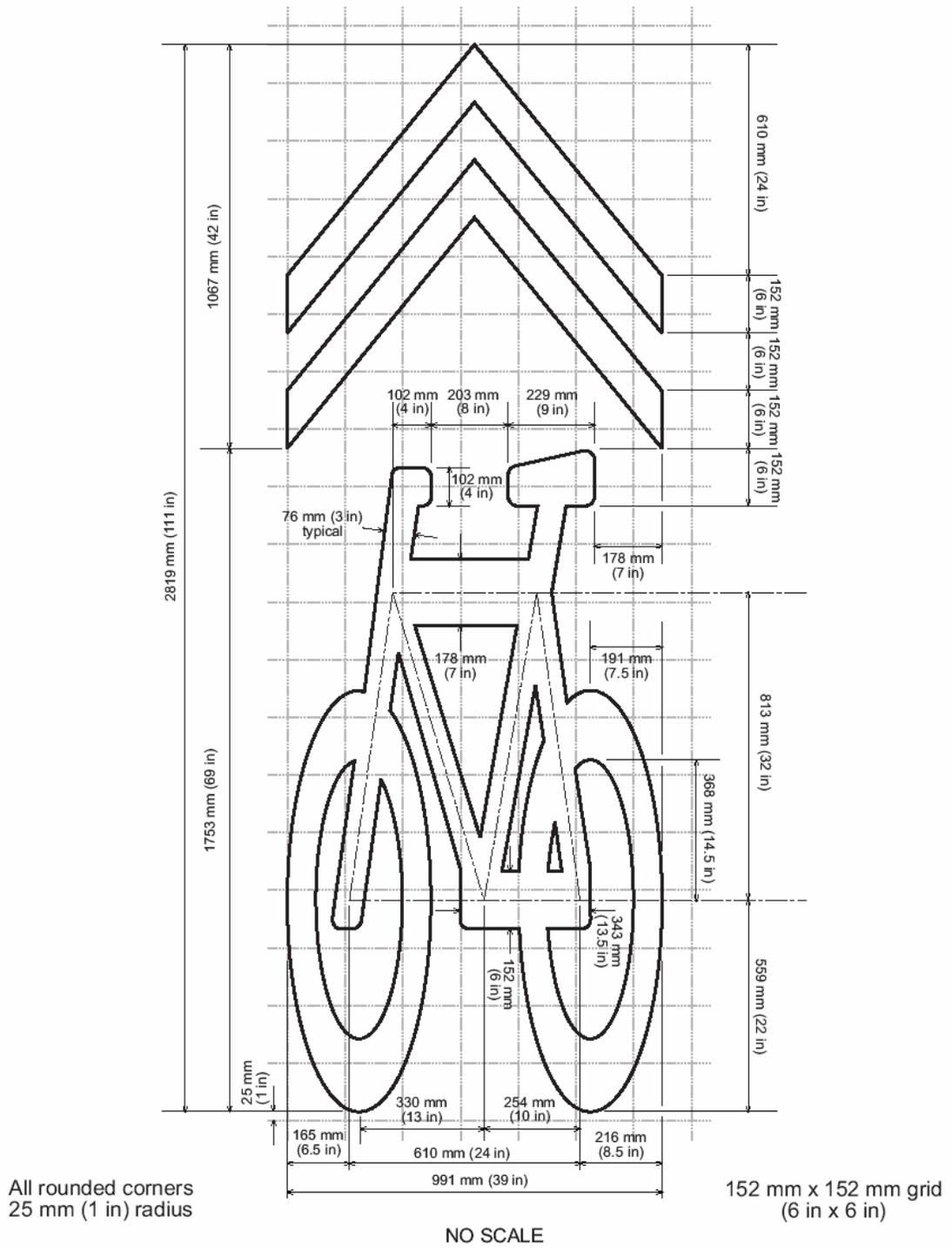


Figure F-8 Shared Lane Marking

## Bicycle Boulevard

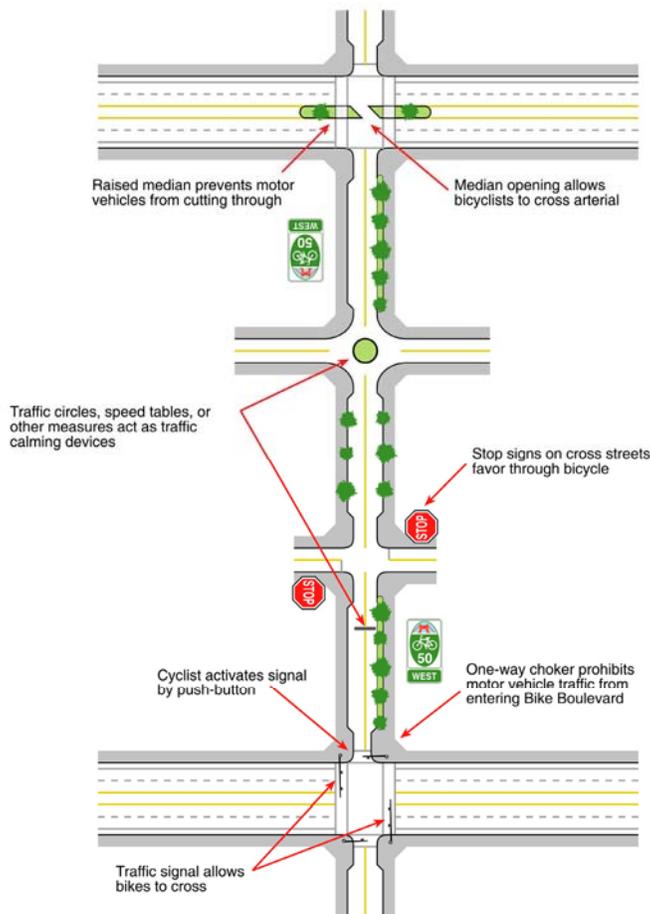
A bicycle boulevard treatment is typically a lower volume street with traffic calming treatments that parallels a higher volume arterial. Traffic calming typically includes a set of improvements to slow traffic and prevent cut-through traffic such as: traffic circles, chokers, and medians. In addition, stop signs favor bicyclists by stopping perpendicular traffic. Sensor loops activate traffic signals to allow safe crossings of higher volume roadways. The following design considerations apply to a bicycle boulevard:

- Typically used on low volume streets
- Traffic-calmed streets located within 1/4 mile of parallel arterials
- Allows access to key destinations
- Provides safe arterial street crossing for cyclists
- Possible Speed Limit reduction from 25 MPH to 20 MPH

**Figure F-9** illustrates a typical bicycle boulevard street configuration.

For more information, see the City of Berkeley Bicycle Boulevard *Design Tools and Guidelines* at

<http://www.ci.berkeley.ca.us/transportation/Bicycling/BB/Guidelines/linkpag.htm>



**Figure F-9**  
**Example Bicycle Boulevard**  
**Street Configuration**

## **Appendix G: Supplemental Pedestrian Facility Design Guidelines**

### **State and Federal Guidelines**

The design of many streetscape elements is regulated by state and federal law. Traffic control devices must follow the procedures set forth in the Manual of Uniform Traffic Control Devices (MUTCD), while elements such as sidewalks and curb cuts must comply with guidelines implementing the Americans with Disabilities Act (ADA).

### **Manual of Uniform Traffic Control Devices**

The City of El Cerrito follows the procedures and policies set out in the MUTCD. Traffic control devices include traffic signals, traffic signs, and street markings. The manual covers the placement, construction, and maintenance of devices. The MUTCD emphasizes uniformity of traffic control devices to protect the clarity of their message. A uniform device conforms to regulations for dimensions, color, wording, and graphics. Uniformity also means treating similar situations in the same way.

### **Principles for Pedestrian Design**

The following design principles represent a set of ideals which should be incorporated, to some degree, into every pedestrian improvement. They are ordered roughly in terms of relative importance.

- 1. The pedestrian environment should be safe.**  
Sidewalks, walkways, and crossings should be designed and built to be free of hazards and to minimize conflicts with external factors such as noise, vehicular traffic, and protruding architectural elements.
- 2. The pedestrian network should be accessible to all.**  
Sidewalks, walkways, and crosswalks should ensure the mobility of all users by accommodating the needs of people regardless of age or ability.
- 3. The pedestrian network should connect to places people want to go.**  
The pedestrian network should provide continuous direct routes and convenient connections between destinations, including homes, schools, shopping areas, public services, recreational opportunities and transit.
- 4. The pedestrian environment should be easy to use.**  
Sidewalks, walkways, and crossings should be designed so people can easily find a direct route to a destination and will experience minimal delay.
- 5. The pedestrian environment should provide good places.**  
Good design should enhance the look and feel of the pedestrian environment. The pedestrian environment includes open spaces such as plazas, courtyards, and squares, as well as the building facades that give shape to the space of the street. Amenities such as seating, street furniture, banners, art, plantings, shading, and special paving, along with historical elements and cultural references, should promote a sense of place.

6. **The pedestrian environment should be used for many things.**

The pedestrian environment should be a place where public activities are encouraged. Commercial activities such as dining, vending, and advertising may be permitted when they do not interfere with safety and accessibility.

7. **Pedestrian improvements should preserve or enhance the historical qualities of a place and the City.**

El Cerrito's history must be preserved in the public space. Where applicable, pedestrian improvements should restore and accentuate historical elements of the public right-of-way. Good design will create a sense of time that underscores the history of El Cerrito.

8. **Pedestrian improvements should be economical.**

Pedestrian improvements should be designed to achieve the maximum benefit for their cost, including initial cost and maintenance cost as well as reduced reliance on more expensive modes of transportation. Where possible, improvements in the right-of-way should stimulate, reinforce, and connect with adjacent private improvements.

## Sidewalk Corridor Guidelines

The width and zone guidelines presented in this sidewalk section would apply to sidewalks in new development areas, redevelopment areas, and in areas where street reconstruction is planned. For the entire above listed project types, sufficient right of way must exist for implementation of the appropriate sidewalk width guideline.

### Sidewalk Corridor Width

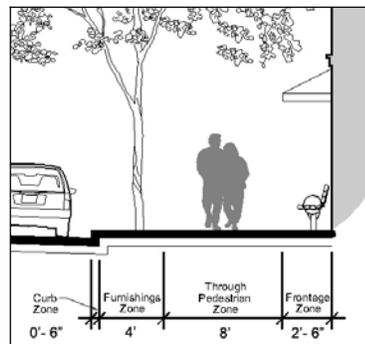
Proposed sidewalk guidelines apply to new development and depend on available street width, motor vehicle volumes, surrounding land uses, and pedestrian activity levels. Standardizing sidewalk guidelines for different areas of the City, dependent on the above listed factors, ensure a minimum level of quality for all sidewalks.

The City of El Cerrito currently requires 5-foot wide sidewalks. These dimensions conform to the Americans with Disabilities Act Accessibility Guidelines (ADAAG) that call for minimum 4-foot wide sidewalks for passage, not sidewalk width recommendations.

The Institute of Transportation Engineers (ITE) recommends planning all sidewalks to include a minimum width of 5 feet (60 inches) with a planting strip of 2 feet (24 inches) in both residential and commercial areas.

### Sidewalk Zones

Sidewalks are the most important component of El Cerrito's pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes



of travel, including the automobile, public transit, and bicycles. The Sidewalk Corridor is typically located within the public right-of-way between the curb or roadway edge and the property line. The Sidewalk Corridor contains four distinct zones: the Curb Zone, the Furnishings Zone, the Through Pedestrian Zone, and the Frontage Zone.

### **Curb Zone**

Curbs prevent water in the street gutters from entering the pedestrian space, discourage vehicles from driving over the pedestrian area, and make it easy to sweep the streets. In addition, the curb helps to define the pedestrian environment within the streetscape, although other designs can be effective for this purpose. At the corner, the curb is an important tactile element for pedestrians who are finding their way with the use of a cane. Strait curbs rather than rolled curbs are strongly recommended because it eliminates the potential for cars to park on the sidewalk or partially obstructing the sidewalk.

### **Furnishings Zone**

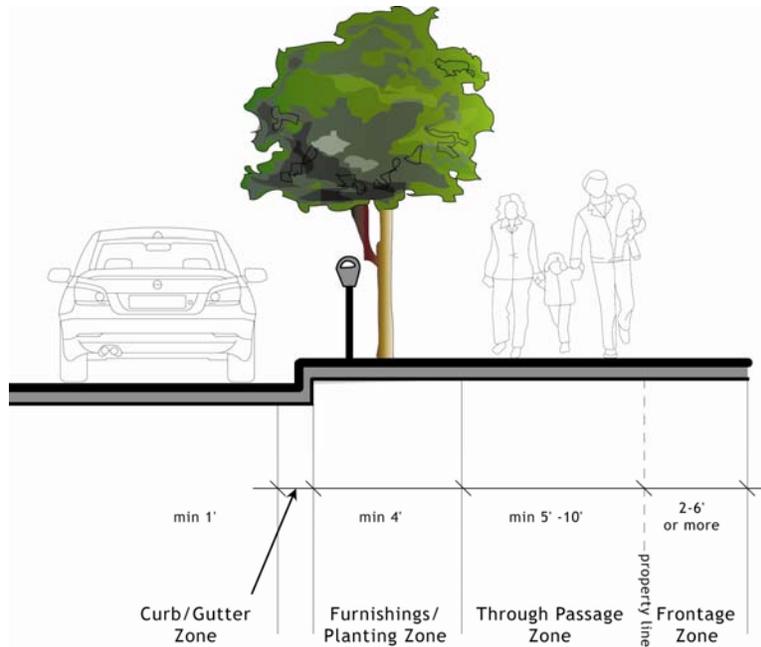
All streets require a utility zone to accommodate above ground public infrastructure, signage, and street trees. Locating this infrastructure in the furnishings zone prevents it from encroaching on the through passage zone, where it is likely to cause accessibility issues. The furnishings zone also creates an important buffer between pedestrians and vehicle travel lanes by providing horizontal separation. Elements like utility poles, sign posts, and street trees improve pedestrian safety and comfort by further separating the sidewalk from moving vehicles. Guidelines for furnishings zone widths are presented below in Table G-1.

### **Through Passage Zone**

Most residential areas in El Cerrito are low to medium density and therefore have low pedestrian volumes, compared to more urban areas. A five foot through passage zone is recommended for these conditions. Some commercial areas, school zones, and other public areas generate greater pedestrian volumes and should have a wider through zone. Table G-1 presents recommended standards for the through zone width for each of the predominant land uses in El Cerrito.

### **Frontage Zone**

The frontage zone is the space between the pedestrian through zone and the adjacent property line. Pedestrians tend to avoid walking close to barriers at the property line, such as buildings, storefronts, walls or fences, in the same way that they tend to avoid walking close to the roadway. In most cases the frontage zone should be at least 12 inches. However, if the sidewalk is adjacent to a wide open or landscaped space, such as in residential areas where fences are not typically found or not allowed, the frontage zone can be eliminated. Guidelines for frontage zone widths are presented below in Table G-1. As shown in the table, a frontage zone may not be required in many residential areas of El Cerrito due to presence of deep front yard setbacks and the prevailing development standard that does not include front yard fencing.



**Figure G-1  
Sidewalk Zones**

**Table G-1  
Recommended Minimum Zone Widths By Street Type**

Street Type	Curb Zone	Utility Zone (Buffer Zone)	Through Passage Zone	Frontage Zone	Total Sidewalk Width
Arterial (City) and Collector Street	1 ft.	4 ft.	10 ft.	2 ft.	15 ft.
Local Neighborhood Street	1 ft.	4 ft.	5 ft.	none	10 ft.
Commercial Walkways**	1 ft.	4 ft.	10 ft.	2 ft.	15 ft.
Multi-Use Trail*	NA	NA	10 ft.	NA	10 ft.

## Crosswalks

### Definition

The California Vehicle Code Section 275 defines a crosswalk as either:

That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at

approximately right angles, except the prolongation of such lines from an alley across a street.

Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

At intersections, a crosswalk is effectively a legal extension of the sidewalk across the roadway. Crosswalks are present at all intersections, whether marked or unmarked, unless the pedestrian crossing is specifically prohibited by the local jurisdiction. At mid-block locations, crosswalks only exist if they are marked.

According to the California MUTCD, crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops. Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs. At non-intersection locations, crosswalk markings legally establish the crosswalk.

As noted in the FHWA report “Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations,” the California MUTCD does not provide specific guidance relative to the site condition (e.g., traffic volume, pedestrian volume, number of lanes, presence or type of median) where marked crosswalks should or should not be used at uncontrolled locations. Nor does the MUTCD give specific guidance on the application of crosswalk enhancement features such as high-visibility striping, advanced warning signage, or flashing beacons. While the California MUTCD allows the use of these devices, decisions on their specific applicability to a given location have historically been left to the judgment of the local traffic engineers. This section summarizes the various types of crosswalk-related markings, signage and enhancement treatments available for use in the city of El Cerrito, discusses policies and procedures already in use for implementation of some of these devices, and provides more specific guidance and recommendations to assist city traffic engineers with future implementation.

### Crosswalk Markings

Marked crosswalks serve to alert road users to expect crossing pedestrians and to direct pedestrians to desirable crossing locations. The City of El Cerrito utilizes two different marking styles for pedestrian crosswalks: the standard “transverse” style, consisting of two parallel lines; and the “ladder” style consisting of the two parallel lines with perpendicular ladder bars striped across the width of the crosswalk.

Crosswalks should extend across the full width of intersections, or to the edge of the intersecting crosswalk, to encourage pedestrians to cross perpendicular to the flow of traffic. Crosswalk markings can be applied with paint, thermoplastic, or reflective thermoplastic tape. At controlled crosswalk locations (STOP signs or traffic signals), crosswalk markings by themselves are considered sufficient treatment, given the presence of a traffic control to stop vehicles. At uncontrolled crosswalk locations (either uncontrolled intersections or mid-block locations), marked crosswalks can be enhanced with crosswalk signage, advance warning signage, in-pavement flashers, or flashing

beacons -- these additional crosswalk enhancements are discussed in more detail below.

**Table G-2  
Crosswalk Markings Used in El Cerrito**

Style	Sample
<p>Standard – Two solid white lines, 12 to 24 inches wide, spaced at least 6 feet apart (refer to CA MUTCD Sec. 3B.17). Also called “transverse.”</p>	
<p>Ladder – Adds cross bar “rungs” to the standard crosswalk marking described above. Width of ladder lines should be 1 foot, with minimum spacing of ladder lines 1-5 feet.</p>	
<p>School Crosswalks. Crosswalks within the designated school zone must be painted yellow, per California MUTCD. Can be marked either standard or ladder. The school zone can be set a distance up to 500 feet from the school boundary.</p>	

The decision on whether to install standard or ladder crosswalk markings depends upon a variety of factors such as the number of pedestrians crossing, traffic speeds/volumes, number of lanes to cross, presence of nearby schools or senior centers, and history of collisions. In general, standard transverse markings are considered appropriate at controlled intersections, minor uncontrolled intersections, and other crossing locations with low traffic volumes/speeds, short crossing distance, and good visibility. High visibility ladder markings are generally applied at uncontrolled or midblock locations, especially on major streets with high pedestrian volumes, heavy traffic volumes and speeds, and more than one lane each direction.

## Pedestrian Warning Signage for Signalized Intersections

As noted under the discussion of crosswalk signs and markings, crosswalk warning signs are not permitted at crosswalks controlled by a traffic signal, as the traffic control itself serves to regulate vehicles at the intersection. At signalized intersections, particularly where right turn on red is permitted, installing stop lines as described above may be one way of reducing encroachment of vehicles into the pedestrian crosswalk. Another solution to remind drivers who are making turns to yield to pedestrians is installation of a “TURNING TRAFFIC MUST YIELD TO PEDESTRIANS” (R10-15) sign.

## In-Street Yield to Pedestrian Signs

In-Street Yield to Pedestrian Signs are flexible plastic signs installed in the median to enhance a crosswalk at uncontrolled crossing locations. These signs communicate variations of the basic message ‘State Law: Yield to Pedestrians’. The signs can be supplemented with a “SCHOOL” plate at the top for use at school crosswalks. If used near schools, these signs are sometimes installed on a portable base and brought out in the morning and back in at the end of each day by school staff, which may reduce the chance that the sign will become less visible to motorists by being left out all the time. For permanently installed signs, maintenance can be an issue as the signs may be run over by vehicles and need to be replaced occasionally. Installing the signs in a raised median can help extend their lifetime.



## Flashing Beacons

Where the visibility of a crosswalk is poor, or where warranted by safety considerations, yellow flashing beacons can be installed to alert motorists to expect crossing pedestrians. Beacons can either be mounted on posts on the side of the roadway, or installed on mast arms over the roadway. Beacons can be installed in conjunction with any crosswalk warning sign, and can be set to operate at all times where the level of pedestrian activity along a corridor warrants. When installed at a specific crosswalk location, beacons can be set to be activated by pedestrians to only flash during the crossing time.

When used to make motorists aware of school zones, flashing beacons should be timed to flash only during the morning and afternoon school commute hours when children are present.

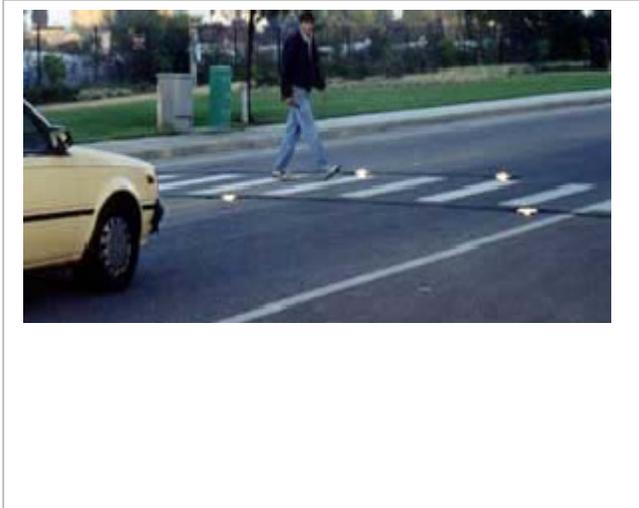
## Special Crosswalk Pavement Treatments

For aesthetic reasons, crosswalks are sometimes constructed with distinctive paving materials such as colored pavement or special decorative pavers meant to look like brick. Brick should never be used in crosswalks, as it tends to wear down quickly, becoming uneven and slippery and causing difficulties for pedestrians, especially persons with disabilities. Any use of unique materials or colored pavement should use concrete pavers or asphalt, and textures should maintain a smooth travel surface and good traction. It is important to note that these decorative pavement treatments do not enhance the visibility of the crosswalk location, in many cases make the crossing more difficult for persons with disabilities to navigate, make the crosswalk less visible to

motorists at night, and for these reasons are not recommended. Regardless of any colored or unique pavement treatment used, marked crosswalk locations should always be marked with parallel transverse lines.

### In-Roadway Warning Lights

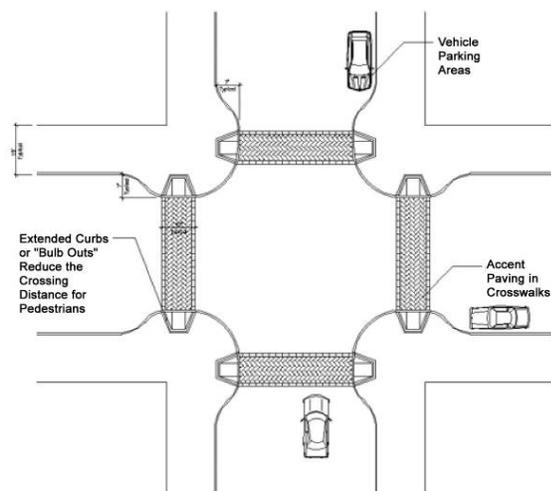
The California MUTCD has approved the use of in-roadway warning lights at uncontrolled marked crosswalks. Also known as in-pavement flashing crosswalks, illuminated crosswalks, or “Santa Rosa lights,” these yellow lights embedded just above the roadway surface and flash when activated (either by a pushbutton or by passive detection) by a crossing pedestrian. The California MUTCD Sec. 4L.02 provides guidance on evaluating the need for in-roadway warning lights and offers standards for their placement. El Cerrito currently has no in-roadway warning lights installed.



## **Engineering Treatments for Crosswalks**

### Curb Extensions

Curb extensions, also called “bulbouts” to describe their shape, are engineering improvements intended to reduce pedestrian crossing distance and increase visibility. Curb extensions can either be placed at corners or at mid-block crosswalk locations, and generally extend out about 6 feet to align with the edge of the parking lane. In addition to shortening the crosswalk distance, curb extensions serve to increase pedestrian visibility by allowing pedestrians to safely step out to the edge of the parking lane where they can see into the street, also making them more visible to oncoming drivers. At corners, curb extensions serve to reduce the turning radius, and provide space for perpendicularly-aligned curb ramps. Where bus stops are located, bulbouts can provide additional space for passenger queuing and loading.



Despite their advantages, curb extensions can require major re-engineering of the street and are not appropriate for all situations. Installing curb extensions where there are existing storm drain catch basins can require costly drainage modifications. Curb extensions may not be possible in some locations due to existing driveways or bus pull-

out areas. Curb extensions need to be designed to avoid conflict with bicycle facilities, and should never extend into a bicycle lane.

Given their relatively high cost and challenges of implementation, curb extensions are not recommended as a tool for widespread implementation along every street in the city. Each potential curb extension location must be evaluated on a case-by-case basis, taking into account factors such as crossing volumes, parking lane widths, infrastructure challenges such as drainage or driveways, and locations of bus stops.

More discussion of curb extensions is provided in the traffic calming section below.

### Traffic Signal Enhancements

This section discusses specific pedestrian enhancements for use at signalized intersection locations.

#### **Pedestrian Pushbutton Detectors**

Pedestrian pushbutton detectors allow for actuation of pedestrian signals, and should be located at all intersection corners where pedestrian actuation is used. As required by the California MUTCD, pedestrian pushbutton detectors must be accompanied by signs explaining their use. Pedestrian pushbutton detectors should be easily accessible for those in wheelchairs and for the sight-impaired, located approximately 3.5 ft. off the ground on a level surface. Pedestrian pushbuttons should not be used in locations where the pedestrian phase is set on a fixed cycle and cannot be actuated. One exception to this is the use of pushbuttons to activate audible pedestrian signals at non-actuated locations. More details on push button requirements are discussed in Section 12 on Accessibility.

## PEDESTRIAN SIGNAL ACTUATION



There are several simple design considerations that greatly enhance the safety and comfort of pedestrians at signalized intersections:

- In areas with high pedestrian use (over 100 persons per hour), incorporate a pedestrian phase into the signal sequence instead of an on-demand signal phase,
- Alternatively, install countdown pedestrian signals instead of the traditional “flashing hand” signal. This communicates to the pedestrian exactly how much time they have to cross the road safely.
- Place pedestrian push-buttons in locations that are easy to reach and ADA compliant, facing the sidewalk and clearly inline with the direction of travel (this will improve operations, as many pedestrians push all buttons to ensure that they hit the right one);
- Place additional actuators prior to the intersection so that pedestrians may activate the signal before they reach the corner of the intersection, to decrease pedestrian waiting time;
- Adjust the signal timing to accommodate the average walking speeds of intersection users (longer crossing times for intersections near schools and community centers, etc.), or to limit the time a pedestrian has to wait.

## ACCESSIBLE PEDESTRIAN SIGNALS – VERBAL/VIBROTACTILE TONE



- When verbal messages are used to communicate the pedestrian interval, they shall provide a clear message that the walk interval is in effect, as well as to which crossing it applies.
  - The verbal message that is provided at regular intervals throughout the timing of the walk interval shall be the term "walk sign," which may be followed by the name of the street to be crossed.
  - A verbal message is not required at times when the walk interval is not timing, but, if provided:
    1. It shall be the term "wait."
    2. It need not be repeated for the entire time that the walk interval
- Accessible pedestrian signals that provide verbal messages may provide similar messages in languages other than English, if needed, except for the terms "walk sign" and "wait." A vibrotactile pedestrian device communicates information about pedestrian timing through a vibrating surface by touch.
- Vibrotactile pedestrian devices, where used, shall indicate that the walk interval is in effect, and for which direction it applies, through the use of a vibrating directional arrow or some other means.

## Appendix H: Bicycle Transportation Account Compliance Table

BTA 891.2	Required Plan Elements	Location Within the Plan
(a)	The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section 2.4 pages 19-27.
(b)	A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Section 1, Figure 3, page 5, Figure 9, page 16.
(c)	A map and description of existing and proposed bikeways.	Section 2, Figure 8, page 15; Section 5, Figure 14, page 31.
(d)	A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Section 5, Figure 15, page 57.
(e)	A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals.	Section 5, Figure 15, page 57.
(f)	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Section 5, Figure 15, page 57.
(g)	A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code.	Section 9, page 77-81.
(h)	A description of the extent of citizen and community involvement in development of the plan.	Section 1.4, page 9; Appendix B and C
(i)	A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans.	Section 1.3, page 7-8
(j)	A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section 5 pages 30-58 Section 10 pages 82-92
(k)	A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section 2 pages 17-18 Section 10 pages 82-92