



## AGENDA BILL

### Agenda Item No. 6

Date: October 6, 2015

To: El Cerrito City Council

From: Yvetteh Ortiz, Public Works Director  
Melanie Mintz, Community Development Director

Subject: Adopt an Active Transportation Plan, including Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

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#### **ACTION REQUESTED**

Conduct a public hearing and upon conclusion, adopt a resolution adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and adopting the Active Transportation Plan.

#### **DISCUSSION**

In June 2007, the City Council adopted (Resolution No. 2007-56) the City's first Circulation Plan for Bicyclists and Pedestrians ("Circulation Plan") to guide future investments and improvements for bicyclists and pedestrians. Since adoption, the City has completed a variety of improvements including the first city bike lanes on Carlson Boulevard, numerous city sidewalk and pedestrian safety projects, rehabilitated the Ohlone Greenway, upgraded Ohlone Greenway crossings and striped bicycle sharrows on several streets as called for in the Circulation Plan.

In 2012, the City successfully applied for funding from the Metropolitan Transportation Commission's (MTC) Transportation Development Act funds (MTC-TDA Article 3) to update the Circulation Plan to an Active Transportation Plan (ATP/Plan). The Plan is intended to provide a blueprint for continuing the City's investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on the changing demands and standards as well as the current goals of the City. More specifically, the update is intended to:

- Update and enhance the 2007 bicycle and pedestrian networks and projects to serve the needs of users of all ages and abilities
- Focus on 2007 routes that required additional evaluation
- Incorporate recent design best practices
- Develop several grant-ready project concepts
- Support the City's Climate Action Plan (2013)
- Coordinate with various other City planning efforts

## **Agenda Item No. 6**

In 2013, City staff selected Fehr & Peers, one of the City's on-call transportation consultants, to prepare the update based on their extensive experience with planning and design for bicycling and walking improvements as well as their involvement with developing plans for adjacent cities. The Plan was then developed in conjunction with the San Pablo Avenue Specific Plan (2014) and the Urban Greening Plan (in development) to ensure consistent goals, policy direction and coordinated public engagement.

The primary objective of the report before City Council (Council) this evening is to provide an overview of the entire Plan; its development process and public engagement; as well as to review the Initial Study and Mitigated Negative Declaration (IS/MND), in order for the Council to consider adopting the MND, Mitigation Monitoring and Reporting Program, and the Plan. Included in the Council's packet are the draft City Council Resolution (Attachment 1), final draft Plan (August 2015) (Attachment 2), Environmental Documents (Attachment 3) – including Mitigated Negative Declaration (Attachment 3, Exhibit A), Response to Comments (Attachment 3, Exhibit B) and the Mitigation Monitoring & Reporting Program (Attachment 3, Exhibit C).

### ***Plan Development Process and Public Engagement***

City staff and the consultant team hosted two community workshops in the summer and fall of 2013 for several concurrent planning efforts, including the San Pablo Avenue Specific Plan, Urban Greening Plan, and Active Transportation Plan. For the ATP, the first workshop, held in July 2013, reviewed the 2007 Circulation Plan and surveyed participants on their goal and policy priorities for the Plan update. Staff and the consultant team then hosted a Walking Audit and a Bike Audit in August 2013 to tour proposed improvement sites and identify significant barriers and opportunities for improved circulation. Based on these audits and the results of the first workshop, the consultant team developed conceptual designs for focus area projects and presented them at the second workshop held in October 2013.

City staff and the consultant team then developed a Plan based on this early community engagement, common best practices, and to meet the city's Climate Action Plan goals. The Plan essentially continues the successful policies of the 2007 Circulation Plan, which was thoroughly vetted by the community and the City Council at the time of its adoption. The community input that was received throughout the Plan process confirmed the desire to continue and build upon the policies of the 2007 plan.

The Plan includes six major sections:

- 1) A listing of goals, policies and programs to support increased walking and biking in El Cerrito;
- 2) An inventory of existing conditions, including the existing walking and biking network, number of biking and walking trips, and collision statistics;

## Agenda Item No. 6

- 3) Proposed bicycle and pedestrian networks, including bicycle facilities and pedestrian improvements to increase accessibility and close important sidewalk and trail gaps;
- 4) Prioritized projects, including fact sheets for nine specific ‘focus area’ projects and a listing of other priority projects;
- 5) Performance measures to analyze the impacts of the Plan; and
- 6) A funding and implementation section that summarizes available funding sources and an approach to implementation.

The nine focus area projects include fact sheets and conceptual plans intended to prepare them for future grant applications. The nine projects are:

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

In addition, the Plan includes several appendices to ensure and confirm compliance with the California Transportation Commission’s adopted Active Transportation Program Guidelines. This program is currently the primary state funding source for biking, walking, and Safe Routes to School funding. Compliance with the Guidelines will make the City more competitive for these types of funding sources.

City staff released the draft Plan (June 2015) for public comment from June 16 through July 17, 2015 and held a third and final community workshop on July 1, 2015 to receive community input and provide information on the public comment period. A summary of the public comments received and how they were responded to in the final draft Plan (August 2015) are included later in this report.

The City presented the final draft Plan, Initial Study and Mitigated Negative Declaration to the Planning Commission on August 19, 2015. The Commission heard public comment on the Plan and unanimously voted to recommend City Council adoption of the final draft with some changes to Policy 3-1, to read as follows:

As a condition of project approval, ~~consider requiring~~ development projects to construct adjacent bicycle facilities included in the proposed bicycle system ~~as well as bicycle parking and amenities.~~ **when a nexus exists, it is practical from an engineering standpoint, and proportional to the impact of the development project.** Consider requiring large development projects to provide

accessible mid-block cut throughs (or “mews”) identified in this and other adopted plans<sup>1</sup>.

***Consistency with the General Plan and other City Planning Documents***

The Plan directly implements a number of City goals as indicated below.

- El Cerrito General Plan (1999): The Circulation Element addresses the movement of people and materials by transit, automobiles, trucks, bicycles, and walking within the City and establishes the goals and policies for future transportation needs. The ATP helps implement these goals by promoting transportation systems that allow safe and efficient travel by a variety of modes and promotes the use of alternatives to the single-occupant vehicle, and that maintains and improves the livability of the City.
- Climate Action Plan (2013): Based on the vehicle miles travelled (VMT) reduction goals of the City’s Climate Action Plan, the ATP combined with the previously adopted San Pablo Avenue Specific Plan and Complete Streets Plan, will provide comfortable, accessible walking and biking facilities that will have the greatest ability to attract new walking and biking trips throughout the City. In order to achieve these goals, there must be a seven percent shift from autos to active modes and transit by 2040. The bicycle mode share is expected to double during that time with the build out of the ATP and San Pablo Avenue Complete Streets Plan.
- Ohlone Greenway Master Plan (2009): The Plan identifies the Greenway as an important transportation corridor that provides a secure, separated trail connection to major destinations throughout the City and beyond. The ATP references the Ohlone Greenway Master Plan design guidelines to improve security, safety and continued improvement of the Greenway. The ATP further identifies improvements at street crossings of the Ohlone Greenway.
- ADA Transition Plan (2009): The City’s Americans with Disabilities Act (ADA) Transition Plan ensures accessibility for individuals with disabilities by examining buildings, parks, and major pedestrian routes and identifying physical barriers. The ADA Transition Plan estimates the cost of mitigating barriers to accessibility, sets priorities, and provides a schedule for eliminating them. The major pedestrian routes identified in the ADA Transition Plan are the same as those in the Circulation Plan and, for the most part, the ATP with some minor additions.
- San Pablo Avenue Specific Plan (2014): The ATP supports the Specific Plan’s vision of a compact, walkable and bikable urban form. In addition, the ATP

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<sup>1</sup> Strikeout means deletion, while Bold means addition.

identifies bicycle and pedestrian facilities and strategies that have the potential to be implemented as part of projects within the Specific Plan Area (whether as project mitigations or otherwise) once the ATP is adopted.

***Public Comment on Draft Plan (June 2015)***

City staff received eight sets of written comments on the draft Plan. Comments were also received at the third community workshop held in July 2015. Together with the consultant team, staff reviewed and incorporated response to comments in the final draft Plan. Below is a summary of the main comment themes expressed by members of the public and responses by City staff.

**Over-reliance on Bike Routes**

*Comment:* The proposed Bicycle Network depends heavily on bicycle routes, which do little to change the on-street environment and do not provide a protected bicycle facility for unsure riders.

*Response:* Choosing the type of bikeway for a given roadway requires evaluating the characteristics of the roadway, such as its width, volume, speed, land uses, and presence of on-street parking. There are two basic types of bikeways: shared travel lanes and dedicated bicycle facilities. Shared lanes are designated bicycle routes or bicycle boulevards which typically have sharrows<sup>2</sup> marked on the pavement, asking bicyclists and autos to share the travel lane, while dedicated bicycle facilities may be typical bicycle lanes or cycle tracks, such as those approved for the mid-town section of San Pablo Avenue. At the existing bicycle ridership levels, it is difficult to prioritize dedicated bicycle facilities over other amenities, such as vehicle parking in residential areas. The Plan, therefore, relies on bicycle routes with sharrows to underline a bicyclist's right to use the roads. While sharrows do not create dedicated bicycle facilities, they do reiterate that cars must share the road, which in turn supports a culture of cycling in El Cerrito. In the proposed Bicycle Network, for streets where bike routes with sharrows have been identified to close circulation gaps, alternatives such as bicycle boulevards, bike lanes or cycle tracks will be considered in the future, as projects are designed and implemented. Over time and with changing priorities and demands, a dedicated facility may be a more appropriate solution. The final draft Plan includes a description of the bicycle routes with sharrows and the required conditions to consider a dedicated facility in lieu of these bicycle routes. As the Plan evolves in future updates and as community priorities shift overtime, there will be opportunities to revisit some roadways that are currently bike route sharrows and/or are proposed to be.

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<sup>2</sup> "Sharrows", also referred to as "Shared Lane Markings", are stencils on the pavement showing a bicycle symbol and two directional arrows or "chevrons". They denote bicycle routes where bicyclists and autos share the travel lane. They also demonstrate where bicyclists should ride in the travel lane, which is typically in or near the middle of travel lane.

East-West Bicycle Connections

*Comment:* The Plan does not include enough east-west bicycle facilities, and where it does, it relies too heavily on bicycle routes with sharrows, particularly along Fairmount and Central Avenues. At least one of these streets should have a dedicated bicycle facility, such as a bicycle lane.

*Response:* The completion of the Fairmount Streetscape Project in 2005 essentially prioritized pedestrians along Fairmount Avenue west of Richmond Street. Most recently, the City implemented several pedestrian and traffic calming improvements east of Richmond Street as part of the Upper Fairmount Streetscape and Fairmount & Ashbury Avenues Intersection Safety Improvements Project, which benefit both pedestrians and bicyclists by slowing vehicle speeds. Several sections of Central Avenue have relatively high volumes of traffic during peak hours and high parking demand from both the BART station and the neighboring residential and commercial neighborhoods, and some sections already have parking prohibitions on one side of the street, making it a difficult roadway on which to implement a dedicated bicycle facility. City staff is currently working with the Creekside Walk Development to improve the east-west pedestrian and bicycle connections through the El Cerrito Plaza to provide an improved east-west connection at the south end of town. In the mid-section of town, bicycle lanes have recently been added on Moeser Lane, while bicycle lanes are proposed on sections of Cutting Boulevard and Hill Street on the north end of town. Finally, most of the east-west streets in the City have sections that are very steep making them difficult routes for bicyclists. Recognizing these recent investments, street characteristics and on-going efforts, the final draft Plan provides guidance on how the City can analyze the use of dedicated facilities, in lieu of bicycle route sharrows, on east-west routes in the future as noted above.

Ohlone Greenway Crossings

*Comment:* The draft Plan had proposed a switch from “Stop” signs to “Yield” signs for bicyclists along the Ohlone Greenway at low-volume streets such as Lincoln Avenue, Portola Drive, and Blake Street, while adding traffic calming devices on the intersecting low-volume streets in an attempt to formalize safe behavior that already takes place at these types of crossings. The existing “Stop” signs at high traffic volume streets and locations with limited sight distance, such as Fairmount Avenue, Moeser Lane and Potrero Avenue, were proposed to be maintained. At the third community workshop and through public comments received, several bicyclists, pedestrians and drivers voiced their concerns that this could further confuse motorists and bicyclists.

*Response:* Trail crossings in suburban and urban areas with multiple street crossings continue to be a difficult design problem for communities across the United States, and are a subject of on-going transportation research. Bicyclists required to stop too frequently, particularly on roads without high volumes of traffic, can tend to eventually treat “Stop” signs like “Yield” signs. Motorists may also be confused as to when they should yield to pedestrians versus bicyclists. The design solution for the Ohlone Greenway is not clear at this time. Staff and the consultant team believe that further analysis of existing behavior patterns, as well as additional trail crossing best practice

## Agenda Item No. 6

research is still needed. Concerns about sight lines and traffic volumes may mean that different solutions are likely appropriate at each intersection. Staff has removed the proposed solution of switching “Stop” signs to “Yield” signs and will continue to evaluate appropriate solutions.

### East Side Bicycle Boulevard Alignment

*Comment:* The alignment of the East Side Bicycle Boulevard is too circuitous and does not follow more direct major streets, such as Richmond and Ashbury.

*Response:* Major, higher-traffic volume streets are not appropriate streets for bicycle boulevards. While these streets may be the more direct option for confident cyclists, who are allowed to use these streets, the design of low stress bikeways, such as bicycle boulevards on parallel streets will help less confident cyclists travel across town. This route, evaluated as part of the Bicycle Audit, includes traffic calming and traffic control solutions that are proposed to prioritize bicyclists. The alignment remains the same as in the draft Plan, but additional information about the importance of bicycle boulevards has been included in the final draft Plan.

### Data Collection

*Comment:* Bicycle and pedestrian counts should occur on a more regular basis with the help of both local volunteers from Bike East Bay and data collection devices at signalized intersections. Data collection will be beneficial for grant applications, data tracking, and performance measures.

*Response:* Staff added language about completing annual bike counts with volunteers from Bike East Bay and with automated data collectors at signalized intersections to the Policies and Programs matrix.

### ***Initial Study and Mitigated Negative Declaration***

California Environmental Quality Act (“CEQA”) Guidelines require preparation of an Initial Study to identify whether a plan or project will have a significant effect on the environment. For projects with potentially significant impacts, proposed mitigations may be included as part of the environmental review process to ensure that such impacts are mitigated to a less than significant level where possible. The City prepared an Initial Study and Mitigated Negative Declaration (IS/MND) for the Plan to evaluate the impacts of the proposed programs and projects to facilitate streamlined implementation in the future. The Plan did not require an Environmental Impact Report as no impacts were identified which could not be mitigated to a less than significant level as part of the project.

The Draft IS/MND was made available for public and agency review and comment from June 26 through July 27, 2015. The City only received one comment from the Department of Transportation (Caltrans). This comment and the City’s response have been included in this packet (Attachment 3, Exhibit B). The City then prepared a Mitigation Monitoring & Reporting Program (Attachment 3, Exhibit C) to summarize the mitigations required during implementation of this Plan.

Potentially significant impacts and corresponding mitigation measures were identified in the following eight areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Traffic and Transportation

On August 19, 2015, the Planning Commission voted affirmatively to recommend adoption of the MND to the City Council.

***Summary***

The proposed Plan before the Council reflects revisions based on public comments made on the June 2015 draft (summarized above) and, if adopted, the final Plan will incorporate the Planning Commission revision. The policies and programs defined in the Plan build on policies from the 2007 Circulation Plan, as well as recent City planning efforts, and common best practices. The projects identified would be implemented over time and may require additional analysis and planning. The bicycle and pedestrian networks define priority streets and connections to improve walking and biking and will be used to inform street projects and other design efforts. The proposed projects, including the nine focus area projects and the medium and low priority projects, have gone through early community engagement and some preliminary design. In most cases, these projects will require some level of additional analysis and will be dependent on available funding. Projects on the medium and low priority lists may be implemented prior to a focus area project if a unique funding source or the opportunity to include some of the design elements in another project occurs. The Plan will inform the Capital Improvements Program and will serve as a work plan for bicycle and pedestrian improvements over the next five to seven years.

**STRATEGIC PLAN CONSIDERATIONS**

The City's Strategic Plan articulates the mission of the City to serve, lead, and support our diverse and transit-rich community by providing exemplary and innovative services, public places and infrastructure, ensuring public safety, and creating an economically and environmentally sustainable future. The ATP directly implements several of the goals and strategies, and is consistent with the overall Strategic Plan. The primary goals and strategies furthered by the ATP include:

- *Goal E: Ensure the public's health and safety*

## Agenda Item No. 6

- Continue to work with local partners (i.e. BART, the school district, other communities, East Bay Regional Park District) on a coordinated approach to public safety.
- Explore innovative and best practices for promoting public health (e.g., smoking ordinances, nutrition, obesity prevention, living wage, and strategies to promote walking/biking).
- *Goal F: Foster environmental sustainability citywide*
  - Encourage alternative modes of transportation to the single occupancy vehicle
  - Implement the City's Climate Action Plan by reducing vehicle miles traveled (by creating a well connected pedestrian, bicycle and transit-oriented urban form that will make it easier for residents and visitors to leave their car behind.)

### **ENVIRONMENTAL CONSIDERATIONS**

In accordance with CEQA, as described above, the City prepared an Initial Study and Mitigated Negative Declaration (IS/MND) for the Plan to evaluate the impacts of the proposed programs and projects to allow for streamlined implementation in the future. The Plan did not require an Environmental Impact Report as no impacts were identified which could not be mitigated to a less than significant level as part of the project. The CEQA actions before the City Council tonight include adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Active Transportation Plan.

### **FINANCIAL CONSIDERATIONS**

There are no direct costs associated with the action requested tonight. Implementation of the Plan will require funding over many years as the total cost of improvements identified is estimated to be just under \$34 million including about \$13 million for the focus area projects. The City will need to utilize a combination of federal, state and local funds, as well as work with developers to contribute to improvements associated with their projects. Some project costs may be integrated into other project costs, such as bike lane striping during a paving project, installation of bike racks during construction or improvement of a facility, or the inclusion of pedestrian improvements during a streetscape beautification project.

Specific cost estimates were developed for the nine focus area projects to assist in grant applications and external funding requests. These are planning-level estimates that will need to be refined as projects are further developed and exclude additional environmental costs and any potential right-of-way acquisitions. Subsequent City Council actions would be needed to allocate funding to any of the proposed projects, as well as, include them in the City's Capital Improvement Program.

Adoption of the Plan positions the City to be more competitive for external funding sources.

**LEGAL CONSIDERATIONS**

The City Attorney has reviewed the proposed actions and found that legal considerations have been addressed.

**Reviewed by:**



\_\_\_\_\_  
Scott Hanin, City Manager

Attachments

- 1) Draft Resolution adopting the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program, and adopting the Active Transportation Plan.
- 2) Attachment 2 Draft Active Transportation Plan (August 2015)
- 3) Attachment 3 Environmental Documents
  - a. Exhibit A: Mitigated Negative Declaration
  - b. Exhibit B: Response to Comments
  - c. Exhibit C: Mitigation Monitoring and Reporting Program

RESOLUTION NO. 2015-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL CERRITO ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATING MONITORING AND REPORTING PROGRAM, AND ADOPTING THE ACTIVE TRANSPORTATION PLAN

WHEREAS, in June 2007, the City Council adopted the City's first Circulation Plan for Bicyclists and Pedestrians, Resolution No. 2007-56, ("Circulation Plan") to guide future investments and improvements for bicyclists and pedestrians; and

WHEREAS, as called for in the Circulation Plan, the City has completed a variety of improvements including the first bike lanes on Carlson Boulevard, numerous sidewalk and pedestrian safety projects throughout the City, rehabilitated the Ohlone Greenway, upgraded Ohlone Greenway crossings and provided bicycle routes with sharrows on several streets; and

WHEREAS, in 2012, the City successfully applied for funding from the Metropolitan Transportation Commission's (MTC) Transportation Development Act funds (MTC-TDA Article 3) to update the Circulation Plan as part of an Active Transportation Plan ("Plan"); and

WHEREAS, the Plan is intended to provide a blueprint for continuing the City's investment in improving safety and providing facilities and infrastructure for bicyclists and pedestrians, based on changing demands and standards, and in accordance with the current goals of the City; and

WHEREAS, the planning process began in 2013 and included substantial public engagement, including a community workshop in July 2013 to evaluate existing and proposed conditions, a bike audit in August 2013 to ride some of the proposed bicycle facilities, a walking audit in August 2013 to tour a series of facilities, a second community workshop in October 2013 to present conceptual designs for focus area projects, and a final community workshop in July 2015 to present the draft plan for public comment; and

WHEREAS, the Plan was developed to incorporate community input and common best practices, to meet the city's Climate Action Plan goals, and to be consistent with various City plans, including the San Pablo Avenue Specific Plan, Urban Greening Plan, Ohlone Greenway Master Plan, and ADA Transition Plan; and

WHEREAS, the Plan is in compliance with the California Transportation Commission's adopted Active Transportation Program Guidelines; and

WHEREAS, the draft Plan was released for public review in June 2015 and was revised based on public comments and presented to the Planning Commission as a final draft in August 2015; and

**Agenda Item No. 6**

**Attachment 1**

WHEREAS, the Planning Commission heard public comment on the final draft Plan and unanimously voted to recommend City Council adoption of the final draft Plan with changes to Policy 3-1, to read as follows: “As a condition of project approval, require development projects to construct adjacent bicycle facilities included in the proposed bicycle system when a nexus exists, it is practical from an engineering standpoint, and proportional to the impact of the development project. Consider requiring large development projects to provide accessible mid-block cut throughs (or “mews”) identified in this and other adopted plans;” and

WHEREAS, on June 26, 2015, the City released for a 30-day public review period a Draft Initial Study and Mitigated Negative Declaration, which identified and evaluated the potential environmental impacts of the proposed Plan; and

WHEREAS, the City received one comment on the draft Initial Study from the Department of Transportation and prepared a Response to Comments and Mitigation Monitoring and Reporting Program available for review on August 13, 2015.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of El Cerrito, based on its review and consideration of the final draft Active Transportation Plan and associated Final Initial Study, Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and all public testimony:

1. Finds that the Active Transportation Plan is in the public interest and will advance the health, safety, and general welfare of the City of El Cerrito.
2. Finds that the Active Transportation Plan is consistent with the El Cerrito General Plan.
3. Hereby adopts the Mitigated Negative Declaration and Mitigating Monitoring and Reporting Program, and adopts the Active Transportation Plan, as attached hereto in Attachment 2 to the staff report and hereby incorporated by reference as Exhibit A to this resolution.

BE IT FURTHER RESOLVED, that this Resolution shall become effective immediately upon passage and adoption.

I CERTIFY that at a regular meeting on October 6, 2015, the City Council of the City of El Cerrito passed this Resolution by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:

**Agenda Item No. 6**  
**Attachment 1**

IN WITNESS of this action, I sign this document and affix the corporate seal of the City of El Cerrito on October \_\_, 2015.

\_\_\_\_\_  
Cheryl Morse, City Clerk

APPROVED:

\_\_\_\_\_  
Mark Friedman, Mayor



**October 6, 2015  
City Council Meeting**

**Agenda Item 7(A) Active Transportation Plan  
Attachment 2**

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The final draft (August 2015) of the Active Transportation Plan, including appendices is available for review at <http://el-cerrito.org/atp>.

Below are direct links to the document, which has been divided for easier downloading:

- Final Draft Plan: <http://el-cerrito.org/DocumentCenter/View/4974>
- Appendix A: Crosswalk Policy at <http://el-cerrito.org/DocumentCenter/View/4975>
- Appendix B: Relationship to Other Plans at <http://el-cerrito.org/DocumentCenter/View/4976>
- Appendix C: Conformance with ATP Guidelines at <http://el-cerrito.org/DocumentCenter/View/4977>
- Appendix D: Active Transportation & Transit at <http://el-cerrito.org/DocumentCenter/View/4978>
- Appendix E: Grant Funding Sources at <http://el-cerrito.org/DocumentCenter/View/4979>
- Appendix F: Additional Fact Sheet at <http://el-cerrito.org/DocumentCenter/View/4980>
- Appendix G: Comments Received at Public Workshops at <http://el-cerrito.org/DocumentCenter/View/4981>



**October 6, 2015  
City Council Meeting**

**Agenda Item 7(A) Active Transportation Plan  
Attachment 3**

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The Environment Documents for Active Transportation Plan are available for review at <http://el-cerrito.org/atp>.

Below are direct links to the documents:

- Initial Study and Mitigated Negative Declaration (IS/MND): <http://el-cerrito.org/DocumentCenter/View/5105>
- Response to Comments Memo: <http://ca-elcerrito.civicplus.com/DocumentCenter/View/5106>
- Mitigation Monitoring & Reporting Program: <http://ca-elcerrito.civicplus.com/DocumentCenter/View/5107>

Hardcopies are also available for review at:

The Office of the City Clerk, 10890 San Pablo Avenue, El Cerrito

and

The El Cerrito Library, 6510 Stockton Avenue, El Cerrito