Implementing the Specific Plan

Through the Complete Streets Project, the City of El Cerrito is moving forward with access and mobility improvements identified in the San Pablo Avenue Specific Plan to make it safer and more comfortable for people walking, biking, and taking transit.

The goal of this project is to create a more vibrant and connected community to maintain and increase access to commercial districts, local businesses, transit and neighborhoods.

Benefits

- Improving safety and comfort for people walking, biking, and taking transit.
- Increasing bus reliability and decreasing bus travel times.
- Increasing biking, walking, and transit access to businesses.
- Providing more transportation options to help achieve climate and active transportation goals.

Timeline

* We will need funding to finish the design and construct the project. We anticipate needing about five years to complete construction once we secure funding.

Timeline Chart:

- **Fall 2014**: San Pablo Ave Specific Plan adopted
- **Winter 2014/15**: Safe Routes to Transit grant awarded
- **Summer 2016**: Initial concept design completed
- **Fall 2018**: Update design concept
- **Fall/Winter 2019**: Assess grant opportunities for continued design and construction

Proposed Midtown Complete Streets Map

- POTRERO AVE
- LINCOLN AVE
- CARLSON BLVD
- EUREKA AVE
- STOCKTON AVE
- WALDO AVENUE
- DONAL AVE
- MOESER LANE
- PORTOLA DR
- SCHMIDT LANE
- MANILA AVE
- RICHMOND ST
- EVERETT ST
- CYPRESS AVE
- CARLOS AVE
- MADISON AVE
- JEFFERSON AVE
- ALAMEDA AVE
- BAYVIEW AVE
- WENK AVE
- ORCHARD AVE
- TEHAMA AVE
- BURLINGAME AVE
- PLUMAS AVE
- SUTTER AVE
- SANTA CRUZ AVE
- PANAMA AVE
- SACRAMENTO AVE
- FRESNO AVE
- COLUMBIA AVE
- VAN FLEET AVENUE
- SAN JOSE AVE
- EL DORADO STREET
- SAN PABLO AVE
- SAN BENITO STREET
- MENDOCINO ST
- SHASTA ST
- BUTTE ST
- KEARNEY ST
- LIBERTY ST
- ELM ST
- RICHMOND ST
- EVERETT ST
- S 59TH ST
- S 58TH ST
- S 57TH ST
- SANTA CLARA ST
- PLACER ST
- SAN MATEO ST
- EASTSHORE FWY

0 500 1000 Feet

* SAF Line
  - CityLink
  - Park

- Proposed Bus/Min-Bike Lanes
- Proposed Run-Bike Roadway
- Existing Run-Bike Roadway
- Existing Traffic Signal
- Proposed Crosswalk

San Pablo Complete Streets
Complete Streets Design Concept

IMPROVEMENT EXAMPLES
These images are examples of the types of improvements we are proposing for San Pablo Avenue.

Safety enhancements at uncontrolled crosswalks include flashing beacons and updated curb ramps to improve driver visibility of pedestrians and create safe, accessible street crossings.

Curb bulbs also help improve safety for people walking by reducing the crossing distance.

Bike lanes with a buffer from traffic provide bicycle safety improvements and create more predictable interactions between drivers and bicyclists.

Buses will stop at bus islands in the travel lane, instead of pulling off to the side, to improve travel speed and reliability. The bike lane will be located behind the bus island to remove conflicts between people driving and biking.

With limited off-street parking in the area, we understand how important it is to maintain street parking on San Pablo Avenue and nearby side streets. We are working to minimize loss of parking, but some parking will need to be removed near crosswalks and driveways for pedestrian and cyclist safety.

We are designing access and mobility improvements on San Pablo Avenue between Lincoln and Potrero Avenues. This two-block sample of the design represents the full concept.
Bike Lane Options

The San Pablo Avenue Specific Plan proposed separated bike lanes to improve safety for people biking. However, bike facilities can take many forms and must take cost, operations, and maintenance into account. We are still considering a separated bike lane, but have encountered some constraints with this option, including:

- Narrow lane and parking width; 11-foot lanes are preferred
- Preferred emergency vehicle clearance of 23 feet
- Accessibility at parking spaces
- Frequency of driveways, side-streets, and offset intersections

Due to these constraints, it is likely that we will need to move forward with a buffered bike lane. The buffered bike lane design was also identified in the Specific Plan as an option when encountering these types of constraints.