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**

- **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

* 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.
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.

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

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

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.

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.

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.

**LEGEND**
- Proposed striping
- Curb to be removed
- Proposed curb ramp
- Existing bus stop
- Relocated bus stop
- Remove existing bus stop
- Rectangular rapid flashing beacon
- Pedestrian hybrid beacon
- Existing traffic signal
- Proposed median - opportunity for landscaping
- Existing stop sign
- Proposed bulb out, medians & bus island

SAN PABLO Complete Streets
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.