

Intersection Number

9. Key Boulevard / Cutting Boulevard: Addition of a southbound right-turn lane on Key Boulevard; and
13. San Pablo Avenue / Eastshore Boulevard: Addition of an exclusive southbound right-turn lane on San Pablo Avenue to Eastshore Boulevard, an exclusive westbound left-turn lane on Hill Street to San Pablo Avenue, and a second exclusive eastbound left-turn lane from Eastshore Boulevard to San Pablo Avenue.

CUMULATIVE PLUS PROJECT CONDITION INTERSECTION LEVEL OF SERVICE

Table 8 presents a summary of LOS for the Cumulative plus Project Conditions AM and PM peak hour levels of service at the study intersections. Detailed intersection LOS calculations for the Cumulative plus Project Conditions are contained in Appendix.

TABLE 8 – INTERSECTION LEVEL OF SERVICE – CUMULATIVE + PROJECT					
INTERSECTION		CONTROL TYPE	PEAK HOUR	CUMULATIVE + PROJECT	
				LOS	DELAY
1	San Pablo Avenue / Wall Avenue	Two-Way Stop Controlled	AM	F	> 80.0
			PM	F	> 80.0
2	San Pablo Avenue / Knott Avenue	Signal	AM	C	22.1
			PM	D	36.9
3	Kearney Street / Knott Avenue	Two-Way Stop Controlled	AM	B	10.7
			PM	B	11.3
4	Key Boulevard / Knott Avenue	All-Way Stop Controlled	AM	C	15.3
			PM	B	14.0
5	I-80 WB Off-Ramp / Cutting Boulevard	Signal	AM	D	53.6
			PM	C	24.2
6	I-80 Carpool Ramps / Cutting Boulevard	Signal	AM	F	> 80.0
			PM	E	61.9
7	San Pablo Avenue / Cutting Boulevard	Signal	AM	F	> 80.0
			PM	F	> 80.0
8	Kearney Street / Cutting Boulevard	Two-Way Stop Controlled	AM	B	10.0
			PM	B	10.2
9	Key Boulevard / Cutting Boulevard	All-Way Stop Controlled	AM	D	30.4
			PM	C	20.8
10	Junction Avenue / Cutting Boulevard	One-Way Stop Controlled	AM	B	10.5
			PM	A	9.6
11	Key Boulevard / Liberty Street	One-Way Stop Controlled	AM	C	15.7
			PM	B	13.5
12	Elm Street / Hill Street	Signal	AM	E	71.9
			PM	F	> 80.0
13	San Pablo Avenue / Eastshore Avenue	Signal	AM	E	71.8
			PM	E	77.6
14A	55 th Street / Potrero Avenue	One-Way Stop Controlled	AM	C	20.5
			PM	C	20.1
14B	I-80 WB On-Ramp / Potrero Avenue	Uncontrolled	AM	C	16.1
			PM	B	12.4
15	Eastshore Boulevard / Potrero Avenue	Signal	AM	D	37.5
			PM	C	22.4
16	San Pablo Avenue / Potrero Avenue	Signal	AM	D	35.8
			PM	C	26.4

Source: Korve Engineering – March 2006.

Notes: Delay in seconds per vehicle.

As illustrated in Table 8, all of the sixteen study intersections are expected to operate at LOS D or better during the AM and PM peak hours under the Cumulative plus Project Condition except the following intersections:

Intersection Number

1. San Pablo Avenue / Wall Avenue: LOS F in both the AM and PM peak hours;
6. I-80 Carpool Ramps / Cutting Boulevard: LOS F and LOS E in the AM and PM peak hours, respectively;
7. San Pablo Avenue / Cutting Boulevard: LOS F in both the AM and PM peak hours; and
12. Elm Street / Hill Street: LOS E and LOS F in the AM and PM peak hour, respectively.
13. San Pablo Avenue / Eastshore Boulevard: LOS E in both the AM and PM peak hour.

4.3 PLANNING FOR FUTURE DEVELOPMENT IN THE DEL NORTE AREA

The City of El Cerrito General Plan Development Concept identifies an activity center or node adjacent to the El Cerrito del Norte BART station as a focus area for infill transit oriented development. In line with this goal of the General Plan, various visioning exercises have focused on a transit oriented village & transit hub as the development scenario at this BART station.

Key goals identified in the General Plan and other visioning documents include the following:

- Pedestrian-friendly block designs;
- Regional hub containing a mixture of land uses in close proximity, including employment, residential, retail, and civic uses;
- High density, high-quality buildings and structures within a short walk of the BART station that create a sense of community; and
- Coordinated transit systems including a variety of bus routes.

As part of this project, the applicant hired Calthorpe and Associates to do a conceptual master plan for the Del Norte Area. This conceptual plan looked at existing land use patterns and how the applicant's proposal will fit into the Del Norte area as a whole. This conceptual plan will not be considered for adoption, but rather can be considered as a generalized starting point during ongoing development planning that may evolve into a more definitive approach if BART moves forward with the City toward potential master development of Del Norte.

With this conceptual Master Plan and possible future specific plans, the Del Norte Area could be transformed into a TOD community with increased land use density and a projected increase in transit ridership. Further analysis is required to evaluate environmental impacts, including the traffic impacts of build-out conditions, according to the conceptual Master Plan and subsequent planning documents.

The conceptual plan includes a suggestion to upgrade the I-80/Cutting Boulevard interchange to a full interchange. The traffic impacts resulting from this potential improvement to the I-80/Cutting Boulevard interchange should be analyzed in detail. Currently, drivers wanting to access southbound I-80 need to travel south on San Pablo Avenue and access the freeway via the existing on-ramp at Potrero Avenue. A new I-80/Cutting Boulevard interchange with southbound on-ramps to I-80 would enable project traffic and other area traffic to access all directions of I-80 at Cutting Boulevard. As a result, traffic volumes on San Pablo Avenue would decrease, as freeway-bound traffic would no longer need to travel along San Pablo Avenue to the Potrero Avenue on-ramp. A change in roadway capacity of this magnitude would have substantial effects on the local area circulation system as vehicles change paths to take advantage of new facilities. More detailed modeling and analysis would need to be undertaken at a later date to fully ascertain the precise benefits of such an improvement. In addition, new ramps on I-80 would require both Caltrans and FHWA discretionary approval. Issues that would be reviewed by those agencies include ramp and interchange spacing, weaving movements and merge/diverge service levels.

5.0 MITIGATION MEASURES

The following is a description of the intersections that would operate at unacceptable LOS according to City of El Cerrito LOS Standards in the analysis conditions. When significant impacts are identified, mitigation measures needed to reduce the impacts to less-than-significant levels are also described.

5.1 PROJECT IMPACTS

The Project does not contribute enough trips to warrant mitigation measures at any of the study intersections under the Existing plus Project or Existing plus Approved Projects plus Project conditions. All studied intersection volume-to-capacity ratio increases are less than the one-percent threshold of significance allowed by the City of El Cerrito LOS criteria.

5.2 CUMULATIVE IMPACTS

As described above, in the Cumulative plus Project condition, poor levels of service would occur at the following four intersections:

1. San Pablo Avenue / Wall Avenue: LOS F in both the AM and PM peak hour;
6. I-80 Carpool Ramps / Cutting Boulevard: LOS F and LOS E in the AM and PM peak hour, respectively;
7. San Pablo Avenue / Cutting Boulevard: LOS F in both the AM and PM peak hour;
12. Elm Street / Hill Street: LOS E and LOS F in the AM and PM peak hour, respectively; and

13. San Pablo Avenue / Eastshore Boulevard: LOS E in both the AM and PM peak hour.

While these intersections would function at LOS E or F in the Cumulative plus Project condition, the project would not contribute one or more percent to the volume to capacity ratio at any of these locations. Thus, the project's contribution to these Cumulative impacts would not be considered significant based on the City's established Level of Service criteria.