City of El Cerrito

San Pablo Avenue
Specific Plan
Multimodal Capital Improvement Program

May 2015
# Table of Contents

Multimodal Capital Improvements Program Map ................................................................. 1

**Introduction** ............................................................................................................................ 2

El Cerrito Del Norte station area capital improvements............................................................. 2

  *San Pablo Avenue restripings* ............................................................................................... 2
  *Eastshore Boulevard enhancements* ...................................................................................... 2
  *Ohlone Boulevard enhancements and intersection improvements* ................................. 3
  *Sidewalk and trail improvements* ......................................................................................... 4
  *Potrero Avenue corridor streetscape enhancements* ................................................................ 4
  *Bicycle Facility Improvements* ............................................................................................. 5
  *Kearney Bicycle Boulevard* ................................................................................................. 6

El Cerrito Plaza station area capital improvements................................................................. 6

  *San Pablo Avenue restripings* ............................................................................................... 6
  *Ohlone Boulevard enhancements and intersection improvements* ................................. 7
  *Sidewalk and trail improvements* ......................................................................................... 7
  *Central Avenue corridor streetscape enhancements* .......................................................... 8
  *Fairmount Avenue corridor streetscape enhancements* ..................................................... 8
  *East Side Bicycle Boulevard* ............................................................................................... 9
  *Lincoln Bicycle Boulevard* .................................................................................................. 9
  *Kearney Bicycle Boulevard* ................................................................................................. 10

**Implementation Strategy** ....................................................................................................... 11

**Financing Strategy** .................................................................................................................. 15

Richmond Street Pedestrian Improvements .............................................................................. 26

San Pablo Avenue & Cutting Boulevard Improvements ............................................................ 38

San Pablo Avenue & Hill Street/Eastshore Boulevard Improvements ....................................... 40
Introduction
El Cerrito is preparing to implement a number of transportation related capital improvement projects generated by community-based plans that have either recently achieved, or are nearing, final city and community approval. This document compiles and details all such known improvements within one Capital Improvement Program (CIP) document. This MMCIP focused on all projects within a half-mile walk of two key nodes, the El Cerrito Plaza and El Cerrito del Norte BART stations. Projects N1 – N7 are focused around the El Cerrito del Norte BART station, while Projects P1 – P8 are focused around the El Cerrito Plaza station.

El Cerrito del Norte station area capital improvements

N1) San Pablo Avenue restriping (as per SPA Specific/Complete Streets Plan)
   i. San Pablo Avenue Bike Lanes. The San Pablo Avenue Specific Plan specifies the addition of bicycle facilities for much of San Pablo Avenue’s length through El Cerrito. Median changes would be required to facilitate these changes.

   ii. San Pablo Avenue Super Sharrows. Within the El Cerrito del Norte station area, San Pablo is to be restriped with bike lanes between Potrero Avenue and Wall Avenue, and with green super sharrows from Wall Avenue north to the City border.

   iii. San Pablo Avenue Midblock Crosswalks. Midblock connections are to be created and striped on San Pablo Avenue to improve pedestrian mobility. Midblock connections would be created between Wall and Conlon Avenues, and between Cutting Boulevard and Hill Street. Median changes would be required to facilitate this connection.

   iv. San Pablo Avenue Improved Intersections. Improved intersections are called for on San Pablo Avenue at Knott Ave, Cutting Blvd, and Hill Street to improve pedestrian safety and mobility. Improvements would include completing incomplete crosswalks, shortening crossing distances, and implementing other measures as necessary to enhance pedestrian safety.

   v. Two-Way Cutting Boulevard and Hill Street. The San Pablo Avenue Specific Plan calls for portions of both Cutting Boulevard and Hill Street to be converted to two-way travel from their current one-way configurations, to improve
multimodal mobility and access to the El Cerrito del Norte BART station. Restriping and signage changes would be required to change Hill Street from one-way to two-way between Elm Street and the El Cerrito del Norte BART station, and to change Cutting Boulevard from one-way to two-way from the El Cerrito del Norte BART station to San Pablo Avenue. Along Cutting Boulevard from San Pablo Avenue to Key Boulevard, two-way conversion improvements would include striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to improve Cutting Boulevard’s role as a key pedestrian connector route. Along Hill Street from San Pablo Avenue to Key Boulevard, improvements would include striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to improve Hill Street’s role as a key pedestrian connector route.

vi. **Peerless Avenue Conversion.** The San Pablo Avenue Specific Plan calls for Peerless Avenue west of San Pablo Avenue to be converted to one-way travel only from its current two-way configuration, to improve pedestrian and bicycle safety, mobility, and access at the large, five-way Peerless-Eastshore-Hill-San Pablo intersection. Restriping and signage changes would be required to convert Peerless Avenue from two-way to one-way.

N2) **Eastshore Boulevard enhancements (as per draft ATP)**

The Active Transportation Plan calls for Eastshore Boulevard to be restriped and redesigned to include buffered bike lanes, bicycle turn pockets, and a raised median, to improve multimodal safety and access along Eastshore Boulevard and at its two ends, at the San Pablo and Potrero Boulevard intersections. Construction of a new median, restriping, and signage changes would be required to implement these improvements. The street could be restriped with all proposed improvements including a painted median, if funding cannot immediately be identified for construction of a new median.

N3) **Ohlone Boulevard enhancements and intersection improvements (as per Ohlone Greenway Master Plan and draft ATP)**

The Ohlone Greenway Master Plan calls for enhancements to the Ohlone Greenway bordering the El Cerrito del Norte BART station. These include mutituse trail enhancements and plantings to control erosion and to create a pedestrian-friendly environment along the trail.

The Active Transportation Plan calls for significant intersection improvements along the Ohlone Greenway. These include the construction of new curb extensions at the Knott Avenue, Cutting Boulevard, and Hill Street intersections to improve trail users’ safety.
Other capital improvements to improve path users’ safety are also called for, and include:

- At the Knott Avenue intersection, in addition to the new curb extensions, signage changes, new advance yield marking striping additions, lighting improvements, and new wayfinding.

- At the Cutting Boulevard intersection, a new special pedestrian paving zone through the Ohlone Greenway intersection to facilitate a safe and direct path of travel for trail users, a new Rapid Rectangular Flashing Beacon (RRFB), new advance yield marking striping additions, and new wayfinding.

- At the Hill Street intersection, a new special pedestrian paving zone through the Ohlone Greenway intersection, new advance yield marking striping additions, and new wayfinding.

- At the Blake Street intersection, new advance yield marking striping additions, and new wayfinding; and

- At the Potrero Avenue intersection, a new Rapid Rectangular Flashing Beacon (RRFB), new advance yield marking striping additions, and new wayfinding.

**N4) Sidewalk and trail improvements (as per draft ATP)**

Capital improvements to improve conditions and safety for pedestrians and trail users are called for within a half-mile of the El Cerrito del Norte BART station. These include basic repairs and path-of-travel upgrades to existing sidewalks as well as more long-term enhancements along public rights-of-way to transform them into park trail connectors that safely link El Cerrito’s extensive off-street trail network via a pedestrian-friendly environment along the full connecting right-of-way. Proposed pedestrian and trail improvements called for include:

- Constructing a new off-street trail connector path along the west edge of I-80 between Cutting Boulevard and Potrero Avenue; and

- Redesigning Conlon Avenue as a new park trail connector between the Ohlone Greenway and Canyon Trail Park.

**N5) Potrero Avenue corridor streetscape enhancements (as per draft ATP)**

A range of streetscape improvements are called for along the length of Potrero Avenue within the half-mile service area for the El Cerrito del Norte BART station. These include projects requiring rebalancing of the public right-of-way, which may require in-depth study. As such, capital improvements for Potrero Avenue are recommended to be considered on a corridor-wide level. The Active Transportation Plan calls for capital
projects along Potrero Avenue that will “provide an accessible path of travel and improve the streetscape from the western city boundary to Richmond Street.”

Proposed improvements include:

• From the western city border to Richmond, striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to improve Potrero Avenue’s role as a key pedestrian connector route.

• Restriping Potrero Avenue to add bicycle lanes from the western City border to Lexington Avenue. This may include reducing the number of travel lanes for vehicles, pending study as part of the corridor-level planning process. It will include reconfiguring approach lanes on Potrero Avenue at San Pablo to provide dedicated bicycle lanes. It also includes adding conflict zone treatments from West 55th to West 56th Streets, at the I-80 freeway on- and off-ramps, and through the slip lane at San Pablo Avenue; and

• Restriping and signing Potrero Avenue as a bicycle route with sharrows east of Lexington Avenue.

N6) Bicycle Facility Improvements (as per draft ATP)

A number of capital improvements to improve conditions and safety for bicyclists are called for within a half-mile of the El Cerrito del Norte BART station. These include restriping and route signage additions. Proposed bicycle facility improvements called for include:

• Restriping Key Boulevard with new and added sharrows between Hill Street and the northern city boundary. The Active Transportation Plan calls for sharrows to be “striped more frequently on Key Boulevard, centered on the travel lane.”

• Redesigning the Key-Elm-Hill intersection with new striping to provide bicycle lanes through the intersection and clarify path-of-travel for all modes.

• Narrowing Key Boulevard at the Conlon/Humboldt intersection by reclaiming excessive roadway space and restriping the intersection.

• Adding new bicycle lanes and wayfinding to Cutting Boulevard between the western City boundary and Key Boulevard to improve Cutting Boulevard’s role as a key bicycle connector route. From Key Boulevard to Wilson Way, adding new bicycle sharrows and signage. See also “#6 Sidewalk and Trail Improvements” for pedestrian enhancements on Cutting Boulevard.

• Along Blake Street from San Pablo to Everett Street, adding new markings and signage to calm and slow vehicle traffic and create a new bicycle boulevard.
This section is the northernmost terminus of the Eastside Bicycle Boulevard called for in the Active Transportation Plan; and

- Adding striping and signage to S 55th and 56th Streets from Potrero south to Cypress to create two new bicycle routes paralleling each other on either side of the I-80 freeway.

**N7) Kearney Bicycle Boulevard (as per draft ATP)**

The Active Transportation Plan calls for a bicycle boulevard on the length of the Kearney Avenue right-of-way to provide a slow-speed alternative north-south route for bicyclists through the city. Kearney Street is currently not a continuous street, but rather is fragmented by large-scale developments. The Kearney Bicycle Boulevard would redesign Kearney Street as a continuous, narrow street that provided a safe and calm route for bicyclists. Proposed bicycle facility improvements called for include restriping Kearney Street with distinctive bicycle boulevard striping from Blake south to Gladys, and from Conlon to Wall. Working with developers and property owners to provide a path of travel along other, developed portions of the Kearney right-of-way is also called for.

**El Cerrito Plaza station area capital improvements**

**P1) San Pablo Avenue restriping (as per SPA Specific/Complete Streets Plan)**

i. **San Pablo Avenue Green Super Sharrow Lanes.** The San Pablo Avenue Specific Plan specifies the addition of bicycle facilities for much of San Pablo Avenue’s length through El Cerrito. Within the El Cerrito Plaza station area, San Pablo is to be restriped with green super sharrow lanes from Lincoln Avenue south to the City border.

ii. **San Pablo Avenue Midblock Crossings.** New midblock crosswalk connections are called for. They would be striped on San Pablo Avenue at Avila Street, and at San Diego Street, to improve pedestrian mobility. Median changes may be required to facilitate this connection.

iii. **San Pablo Avenue Improved Intersections.** Improved intersections on San Pablo Avenue at Lincoln Avenue, Central Avenue, Fairmount Avenue, and Adams Street to improve pedestrian safety and mobility by completing incomplete crosswalks, shortening crossing distances, and implementing other measures as necessary to enhance pedestrian safety. See also “#13 Central Avenue corridor streetscape enhancements” and “#14 Fairmount Avenue corridor streetscape enhancements.”
P2) **Ohlone Boulevard enhancements and intersection improvements (as per Ohlone Greenway Master Plan and draft ATP)**

A number of enhancements to the Ohlone Greenway are planned at and around its intersection with the El Cerrito Plaza BART station. These include multiuse trail widening and landscaping enhancements, as well as intersection improvements at both Fairmount and Central Avenues. At Central Avenue, special pedestrian paving through the intersection is called for, as is a new planted bulbout on the north side of Central Avenue at the Ohlone Greenway. At Fairmount Ave, called-for improvements include special pedestrian paving through the intersection, enhanced crosswalks, and upgraded landscaping.

The Active Transportation Plan calls for other intersection improvements along the Ohlone Greenway. These include the construction of new curb extensions at the Lincoln Avenue intersection to improve trail users’ safety. Other capital improvements to improve path users’ safety are also called for, and include:

- At the Lincoln Avenue intersection, new curb extensions, signage changes, new advance yield marking striping additions, and new wayfinding.

- At the Central Avenue intersection, in addition to the new planted bulbout and special pedestrian paving, new In-Roadway lighting or a new Rapid Rectangular Flashing Beacon (RRFB), new advance yield marking striping additions, and new wayfinding; and

- At the Fairmount Avenue intersection, in addition to special pedestrian paving through the intersection, enhanced crosswalks, and upgraded landscaping, new In-Roadway lighting or a new Rapid Rectangular Flashing Beacon (RRFB), new advance yield marking striping additions, and new wayfinding.

P3) **Sidewalk and trail improvements (as per draft ATP)**

A range of capital improvements to improve conditions and safety for pedestrians and trail users are called for within a half-mile of the El Cerrito Plaza BART station. These include basic repairs and path-of-travel upgrades to existing sidewalks as well as more long-term enhancements along public rights-of-way to transform them into primary pedestrian connectors that provide a pedestrian-friendly environment along the full connecting right-of-way. Proposed pedestrian and trail improvements called for include:

- Improved intersections on Carlson Boulevard at Fairmount Avenue, Lassen Street, and Adams Street to improve pedestrian safety and mobility by completing incomplete crosswalks, shortening crossing distances, and implementing other measures to enhance pedestrian safety; and
• Along Richmond Street from Fairmount Avenue to Stockton Street, striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to enhance Richmond Street’s role as a key neighborhood pedestrian connector route.

**P4) Central Avenue corridor streetscape enhancements (as per draft ATP)**

A range of streetscape improvements are called for along the length of Central Avenue within the half-mile service area for the El Cerrito Plaza BART station. These include projects that may require rebalancing of the public right-of-way, which may need in-depth study. As such, capital improvements for Central Avenue are recommended to be considered on a corridor-wide level. The Active Transportation Plan calls for capital projects along Central Avenue that will “provide an accessible path of travel and improve the streetscape from San Pablo and Ashbury Avenue.” Proposed improvements include:

• From San Pablo to Ashbury Avenue, striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to improve Central Avenue’s role as a key pedestrian connector route; and

• Restriping Central Avenue to add bicycle lanes from San Pablo Avenue to Carlson Boulevard. This may require reducing the number of travel lanes for vehicles, pending study as part of the corridor-level planning process. It will include reconfiguring approach lanes at San Pablo to provide dedicated bicycle lanes.

**P5) Fairmount Avenue corridor streetscape enhancements (as per draft ATP)**

A range of streetscape improvements are called for along the length of Fairmount Avenue within the half-mile service area for the El Cerrito Plaza BART station. As such, capital improvements for Fairmount Avenue are recommended to be considered on a corridor-wide level. The Active Transportation Plan calls for capital projects along Fairmount Avenue that will “provide an accessible path of travel and improve the streetscape from the Ohlone Greenway to the eastern City Boundary.” Proposed improvements include:

• From Carlson Boulevard to Ashbury Avenue, striping all crossings with crosswalks, completing the repair and enhancement of sidewalks, and adding new wayfinding and pedestrian-scale lighting to improve Fairmount Avenue’s role as a key pedestrian connector route. This includes the repair and repaving of crosswalks at Ashbury Avenue and Albermarle Street.
• Constructing new raised crosswalks between Ashbury Street and Richmond Street.

• Installing Rapid Rectangular Flashing Beacons (RRFBs) and high-visibility crosswalks, and constructing new median refuges and curb extensions at Carlson Boulevard.

• Implementing planned pedestrian crossing improvements near El Cerrito Plaza BART station; and

• Restriping Fairmount Avenue to add green sharrows from Carlson Boulevard to the eastern City limit.

P6) East Side Bicycle Boulevard (as per draft ATP)

The Active Transportation Plan calls for a neighborhood bicycle boulevard running on various contiguous streets in the eastern part of the city. This would provide a slow-speed alternative north-south route for bicyclists through the eastside neighborhoods. Within the half-mile service area for the El Cerrito Plaza BART station, proposed improvements include:

• Restriping Behrens Street from the southern City limit to Fairmount with distinctive bicycle boulevard pavement markings, and adding new wayfinding and signage to mark Behrens Street’s role as a key neighborhood bicycle connector route.

• Restriping Albermarle Street from Fairmount Avenue to Eureka Street with distinctive bicycle boulevard pavement markings, and adding new wayfinding and signage to mark Albermarle Street’s role as a key neighborhood bicycle connector route.

• Flipping stop signs along Albermarle and Behrens where feasible to provide through priority to bicyclists; and

• Working with the City of Albany to construct a new bicycle cut-through in the cul-de-sac at the end of Behrens Avenue at Spokane Avenue.

P7) Lincoln Bicycle Boulevard (as per draft ATP)

The Active Transportation Plan calls for a neighborhood bicycle boulevard running on Lincoln Avenue, to provide a slow-speed alternative east-west route for bicyclists through the eastside neighborhoods. Within the half-mile service area for the El Cerrito Plaza BART station, proposed improvements include:
• Restriping Lincoln Avenue from San Pablo Avenue to Ashbury Avenue with distinctive bicycle boulevard pavement markings, and adding new wayfinding and signage to mark its role as a key neighborhood bicycle connector route.

P8) Kearney Bicycle Boulevard (as per draft ATP)

The Active Transportation Plan calls for a bicycle boulevard on the length of the Kearney Avenue right-of-way to provide a slow-speed alternative north-south route for bicyclists through the city. Kearney Street is currently not a continuous street, but rather is fragmented by large-scale developments. The Kearney Bicycle Boulevard would redesign Kearney Street as a continuous, narrow street that provided a safe and calm route for bicyclists. Within the half-mile service area for the El Cerrito Plaza BART station, proposed improvements include:

• Restriping Kearney Street with distinctive bicycle boulevard striping from Eureka south to Fairmount Ave, and adding new wayfinding and signage to mark its role as a key neighborhood bicycle connector route.

• Installing traffic diverters at Fairmount Ave intersection to limit through vehicle traffic.

• Flipping stop signs along Kearney where feasible to provide through priority to bicyclists; and

• Working with developers and property owners to provide a safe, dedicated path of travel along the Kearney right-of-way through the El Cerrito Plaza shopping center.
El Cerrito CIP Implementation Strategy

The public improvements called for in the Capital Improvement Program (CIP) of the San Pablo Avenue Specific Plan will likely require different implementation strategies and careful phasing over a period of years. The following describes potential implementation strategies and a proposed phasing plan that is intended to help guide implementation of the planned CIP improvement projects.

Implementation Strategy

The two San Pablo Avenue intersection projects, at Cutting and at Hill/Eastshore, are proposed to be given Phase I priority for implementation and funding. Richmond Street improvements are proposed to be given Phase II priority. The San Pablo intersections are important nodes with high volumes of people and are critically located for accessing the El Cerrito del Norte BART station. Both intersections were designed primarily to move high volumes of vehicles, and as a result pedestrian and bicycle safety and access are limited, and in need of significant improvement. They are also important placemaking opportunities, as well as major gateways.

Funded projects are already in the development stage for the El Cerrito del Norte BART station area, just east of both the Cutting and Hill intersections, which will complement the improvements called for in the San Pablo Avenue CIP. The Ohlone Greenway BART Station Area Access, Safety, and Placemaking Improvements Project will address some streetscape, safety, and public access issues that are also called for in this CIP. BART’s del Norte Station Modernization Project, also in the planning and development stage, will also address these issues, as well as circulation around the station area. Improvements in these plans, however, will primarily impact the areas just east of the two intersections, leaving the intersection themselves to be funded, while coordinated closely and carefully integrated with the ongoing projects focused on the BART station and Ohlone Greenway gateway area.

San Pablo and Cutting

For the Cutting intersection, much of the work called for at the intersection itself is simply restriping. Any proposed work on San Pablo Avenue must be done together with Caltrans, and should be consistent with the design guidelines set forth in the San Pablo Avenue Specific Plan. Restriping work is best done after repaving, but can be done at any time, and, when done carefully, can have positive impacts extending the life of existing pavement by shifting traffic. Parking changes, such as switching on-street parking from the west to the east side of San Pablo Avenue north of Cutting, should be coordinated closely with the community and merchants.

Major curb work, such as bulbouts on the northeast corner and the filled-in curb cut on the northwest corner, could be done with, and paid for by, impact fees from development in the
adjacent parcels. Widening of the median south of the intersection should be done in close coordination with Caltrans, and removal of the bulbout on the southwest corner should be done in coordination with Caltrans and AC Transit; a potential bus island at this intersection should be studied further. Improvements west of Peerless Avenue should be coordinated with the City of Richmond, and changes to striping and curb work related to I-80 access ramps should be done in close coordination with Caltrans.

**San Pablo and Hill/Eastshore**

As with San Pablo and Cutting, at the Hill/Eastshore intersection much of the work is restriping, as well as re-engineering the signal timing. Curb work can be approached as follows: the bulbout on the northeast corner can be coordinated with BART and their Station Modernization project; major curb changes on the southwest and northwest corners can be done with, and potentially paid for by, impact fees from development in the adjacent parcel (the former OSH). Median narrowing on San Pablo south of Hill should be done in coordination with Caltrans, while expansion of the median island between Eastshore and San Pablo Avenue could be a part of an expanded public/open space/placemaking effort that made a more usable public space out of the landscaped island.

In this CIP, only a shared bike facility (sharrows) is called for between San Pablo Avenue and the Ohlone Greenway, but a more dedicated or protected bicycle facility should be studied for future implementation; this could include bicycle lanes or, if BART would agree to encroachment on their property, a multi-use path along the north edge of Hill. Short- and long-term bicycle facility enhancements on Eastshore Boulevard, meanwhile, as called for in the Active Transportation Plan, must be carefully considered to assure they appropriately link with both short- and long-term bicycle facility improvements on this segment of Hill. Indeed, these two projects should be planned for in tandem, in both the short- and long-term. In other words, in the short-term, implementing sharrows or bike lanes on Hill would best complement, and should be implemented together with, (protected or conventional) one-way bike lanes on Eastshore. Longer-term solutions such a two-way protected bicycle facility on Hill, meanwhile, would best complement and should be planned together with a similar long-term facility on the west edge of Eastshore.

Finally, other improvements called for at Key Boulevard and Elm Street should be closely coordinated with, and, if possible, partially funded by, impact fees from development at the Summit K-2 Campus site.

**Richmond Street**

The improvements to Richmond Street are proposed to be given Phase II priority, to be implemented after the two San Pablo Avenue Intersections projects. Among the improvements called for in the CIP for Richmond Street are 1) Traffic calming and integrated stormwater management improvements at five intersections; 2) Greening and landscaping, including new street trees and sidewalk gardens; 3) New pedestrian-scale street lighting; and 4) Sidewalk patch repair.
Funding for Richmond Street could be pursued, and improvements implemented, via a single streetscape enhancements/corridor-level process, which would cover all enhancement elements, or more piece-by-piece. Greening grants could add street trees, while infrastructure or energy efficiency grants could fund new street lighting. A Landscape and Lighting District could address both of these needs at once. Greening and landscaping and lighting improvements are best implemented together, since all will require construction on the sidewalk area adjacent to the street.

Traffic-calming measures for Richmond Street intersections are best implemented together, but could be pursued intersection-by-intersection. It is recommended that the City pursue funding for “green streets” improvements that would address both traffic-calming and stormwater management needs (as well as beautification) together in the integrated design solutions called for in the conceptual design of Richmond Street in this CIP.

**Phasing**

As described above, the two San Pablo Avenue intersection projects are proposed to be pursued, funded, and implemented in Phase I of the CIP project, while Richmond Street is proposed to be implemented in Phase II of the CIP project. If specific funding sources were found that would be ideal for the Richmond Street project, however, and not appropriate for the San Pablo intersections project, funding pursuit for Richmond Street could begin earlier.

*Table 1 – Project Phasing*

<table>
<thead>
<tr>
<th>Project</th>
<th>Phase I Priority</th>
<th>Phase II Priority</th>
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<tbody>
<tr>
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<td>Funding Pursuit</td>
<td>Project Planning &amp; Design</td>
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<td>San Pablo and Cutting Intersection</td>
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<td>Richmond Street</td>
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Funding

There are a number of programs shown in Table 2 that the City should consider for both Phase 1 and Phase 2 improvements. While this all sources should be considered, the programs that are particularly well suited have been identified with an X. For the San Pablo Avenue and Hill Street improvements contemplated for Phase 1, the Highway Safety Improvement Program (HSIP) and the Transportation for Livable Communities (TLC) program support improved safety and transit connection. Because it has a longer-term implementation period, the City should consider creating a Landscape and Lighting District, or expanding the existing impact fee program to help pay for Phase 2 improvements. Of the grant program funds, the Transportation Development Act (TDA) is best suited to the streetscape improvements contemplated for Richmond Street.

Table 2 – Funding Sources

<table>
<thead>
<tr>
<th>CIP #</th>
<th>Roadway Description/Components</th>
<th>Estimated Cost</th>
<th>HSIP</th>
<th>TLC</th>
<th>TDA</th>
<th>CBTP</th>
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</table>

Grant Programs

- Highway Safety Improvement Program (HSIP) – MTC administered program with a 10% local match for roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.
- Transportation for Livable Communities (TLC) – MTC administered program (10% local match) to improve connectivity between transportation investments and land uses. Requires an approved Bicycle Transportation Plan.
- Transportation Development ACT Article 3 Funds (TDA) – MTC administered program for bicycle and pedestrian projects.
- Community-Based Transportation Planning (CBTP) – CA DOT administered program with an 20% local match
- Bicycle Facility Program (BFP) – County/Regional Transportation Fund for Clean Air program funds.
- Active Transportation Funds (ATF) – CA DOT administered program with an 11.47% local match for various state and federal transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) into a single program.
- Proposition 84 Stormwater Grant Program – 20% local match is required. Unspent funds may be reprogrammed.

Local Funding

- Measure J – County Transportation Funds
- Landscaping and Lighting District
- Impact Fees
El Cerrito San Pablo Avenue CIP Financing Strategy

The public improvements contemplated by the San Pablo Avenue Specific Plan will likely require funding from multiple sources. The following describes funding mechanisms that are available from local, state and federal sources that may help implement the planned improvements.

Local Funding Sources

General Fund
The most accessible and flexible funding source available to El Cerrito, the General Fund is made up from property, sales, and transient occupancy taxes and can be allocated to projects and programs as defined in the City’s adopted budget. Generally, projects that are funded by this source are those that are unable to secure funding from other sources and which provide direct community-wide benefit for the residents or businesses in El Cerrito. Because this funding source is the City’s primary operating capital, the General Fund functions as a secondary source of funding for most projects.

Municipal Bond Financing
Federal and State laws allow cities to issue bonds that are exempt from taxes. These funds can be used for projects that serve a public purpose and provide cities with an effective mechanism for financing capital improvements. Bond payments are usually secured by the formation of special financing district but can be secured as an obligation of the General Fund.

General Obligation Bonds
General obligation bonds are paid by an earmarked increase in property tax above the one percent allowable by Proposition 13. Referred to as “property tax overrides”, they require a 2/3 voter approval and usually appear on the tax bill as “voter indebtedness”. The tax is levied for a specified period of time (usually from 10 to 40 years). The proceeds from General Obligation Bonds can be used to finance the acquisition, construction and improvement of real property, but cannot be used to pay for equipment, supplies, operations or maintenance costs.

Community Facility Districts (CFD)
Community facility districts are a common example of special financing districts that create a special tax that is levied annually on a property for a defined period of years. The special tax is bondable. The Special Tax is calculated via a formula or known as the Rate and Method of Apportionment and must be approved by a two-thirds vote. Because a vote is required, CFDs are most often used with specific projects for which there is strong support in the community. CFD revenue is used commonly used to fund ongoing maintenance services, capital projects, or both. It is authorized under the Mello-Roos Community Facilities Act and is found in California Government Code Section 53311 et seq.
CFDs are valued as focused local sources of funding with direct accountability, i.e. those who benefit from the service or infrastructure are those who pay. In general, it is assumed that the beneficiary of any improvements should pay in proportion to their property benefit. In determining the appropriateness of a CFD the following issues should be carefully considered:

- Fairness and equity
- Market sensitivity
- Potential for approval
- Timing and predictability of revenues and expenses (and need for debt)
- Legal perspective

Specialized professionals including Special Tax Consultants, Public Relations Professionals, Financial Advisors, Underwriters, Attorneys or Bond Counsels can be engaged to facilitate the creation and success of a new CFD. Accountability measures designed into the Special Tax may increase the likelihood that voters will approve a tax. Such measures might include a citizen’s oversight committee or a sunset clause (a date by which the tax expires).

**Contra Costa County Measures J Funds**

Measure J authorized the use of transportation sales tax. This Measure has two main elements:

- The Expenditure Plan administers the distribution of sales tax revenues to transportation programs and projects in the county.
- The Growth Management Program attempts to sustain the expenditure plan’s investments by laying out certain requirements that cities and the county must meet in order to receive their share of “Local Street Maintenance and Improvement” funding.

The sales tax is expected to be distributed to specific transportation programs and projects in the county as follows:

- 41% on highways
- 28% on transit
- 0.4% on trails
- 30% on other programs

The City could use Measure C funds to improve pedestrian and bicycle paths, highways and transit.

**Impact Fees and Exactions**

Where new development places demand on services, dedications of land and impact fees can be collected from developers to pay for the impact that their development will have on existing infrastructure or in creating the need for new infrastructure such as roads or parks. Impact fees must be based on the proportion of impact relative to the improvements necessary, providing a clear "nexus" between development and particular improvements. Such exactions must (a) "advance a legitimate state interest" (such as protection of the public health, safety, and welfare) and (b) mitigate the adverse impacts that would otherwise result from a project. Impact fees must also identify the purpose of the fee and the use to which it will be put. Development impact fees cannot be used to address existing
Development impact fees may be imposed on residential projects that are likely to increase the number of residents, and on non residential development as it may increase the daytime population resulting in additional facility users. Section 66000 (et seq) of the California Government Code requires the agency exacting the fee to do the following:

- Identify the fee’s purpose
- Identify the fee’s uses
- Establish a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed
- Determine whether there is a reasonable relationship between the need for the public improvement and the development project on which the fee is imposed
- Justify that the fee is “roughly proportional” to the impact a new development has on public facilities and services (i.e. parks and community centers)

The following provides more detail about common Impact fees and in-lieu dedications

**Impact Fees**
In El Cerrito, sources for impact fees to address include street restoration and plan maintenance fees. These impact fees are a primary mechanism for new development projects to provide funding for necessary planning updates and road improvements. Some of the capital improvements contemplated in the Specific Plan may be eligible for funding from these sources.

**Quimby Act and Parks Dedication**
The Quimby Act (Section 66477 of the California Government Code) grants cities and counties the authority to require the dedication of land or payment of fees in lieu thereof (or a combination of both) by a new residential subdivision. The City can require such a dedication at the park land standard that was in effect at the time of adoption of the implementing ordinance, to a maximum of 5.0 acres per 1,000 population. The City of El Cerrito currently employs a park land standard of 5.0 acres per 1,000 population. Revenues generated through the Quimby Act cannot be used for operation or maintenance and the park or facility must not be intended to make up an existing deficit, but must serve the new populations.

**In-Lieu Dedication**
In lieu of impact fee payment, developers may dedicate land to the City of El Cerrito for other purposes such as parks or affordable housing. Whenever a developer determines to dedicate land in lieu of payment, the value of the property to be dedicated must be determined to calculate the credit that will be given for the development fee. If
Private Involvement
Private development may construct many of the public facilities that are required to serve the plan area, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

Private Cost Sharing/Reimbursement Agreement
Public facilities that directly benefit other properties within the plan area pay their proportionate share of costs upon some equitable factor. In the case where one property would develop first and construct public facilities benefiting additional properties, the provider of shared infrastructure will be entitled to cost reimbursement.

Property and Business Improvement Districts
A property and business improvement district (PBID) is a geographically defined business area in which private property owners band together to gain legal standing and generate sufficient revenue to realize common goals for improving the service and facilities of an area. All types of businesses and some residential zones can be included within this district including commercial, professional office, finance institutions, and high density residential. The PBID can perform a number of activities designed to supplement existing City services; such as marketing district businesses and activities, promotion of public events, street and sidewalk cleaning, graffiti removal, promotion of tourism, sanitation, retail retention and recruitment. Physical improvements such as benches, kiosks, pedestrian shelters, signs, lighting, restrooms, trash receptacles, planting area, fountains, plazas, etc., are often also funded by a PBID.

Within areas of the Specific Plan area, the following activities would be ideally suited for BID funding:

- Marketing activities (including planning, media/banner development, special events organization, and ongoing advertising);
- Landscape and streetscape improvements; and
- Parking improvements (see additional discussion below).

There are several legal forms of BIDs authorized by California law. The most common are districts formed under the Parking and Business Improvement Act of 1989. Business Improvement Areas (BIAs) formed under the 1989 law impose a fee on the business licenses of the businesses (rather than the property owners) operating in the area. The collected funds are used to pay for the improvements and activities specified in the formation documents.

A similar assessment procedure was authorized by the Property and Business Improvement District (PBID) Law of 1994. The distinction is that the PBID makes the assessment on the real property and not on the business itself.

This is a potential funding source that may be appropriately utilized in the Specific Plan area. Establishing a PBID in this area may be difficult until more properties develop and business sales improve, and should be reconsidered as a likely future source of revenue.
Given the size and diversity of the Specific Plan area, it may be appropriate for separate BIDs or PBIDs to be explored for different sub-areas in the Specific Plan area. In this way, the collected funding could be more specifically targeted to the unique improvement and programmatic needs of each sub-area.

**Landscape and Lighting District**
The City can establish landscape and lighting districts to maintain landscape and lighting in sub-areas of the city, the maintenance cost being paid for by assessments on property owners within each district. These districts are based on land use type and are used to supplement maintenance costs. Creation of new districts requires a 2/3-majority voter/landowner approval for formation. The Landscaping and Lighting Act of 1972 (Streets and Highway Code section 22500) enables assessments to be imposed in order to finance:

- Acquisition of land for parks, recreation, and open space
- Installation or construction of planting and landscaping, street lighting facilities, ornamental structures, and park and recreational improvements (including playground equipment, restrooms and lighting)
- Maintenance and servicing any of the above.

**Maintenance Assessment District**
Maintenance Assessment Districts (MADs) are authorized in the “Landscape and Lighting Act of 1972.” MADs usually fund:

- Maintenance services, construction and installation.
- Open space and mini-parks
- Street medians and street lighting,
- Security
- Flood control and drainage.

**Parking Assessment District**
The Parking District Law of 1943 (Streets and Highways Code section 31500) authorizes a city or county to finance the following acts:

- Acquisition of land for parking facilities (including the power of eminent domain)
- Improvement and construction of parking lots and facilities
- Issuance of bonds
- Employee salaries

**Infrastructure Financing District (Government Code 5395 et seq.)**
This mechanism allows for the use of tax increment funds to help pay for infrastructure. This can increase the funds available for infrastructure without additional burden on the property, but at the expense of the general fund. It may have limited potential, as each agency sharing in the property tax revenues may veto the use of its portion of the tax increment. Even motivated agencies would be taking what would otherwise be general fund revenues and spending them on infrastructure.
OTHER GOVERNMENT SOURCES OF FUNDING

A number of programs provide planning and capital grants and technical assistance to support capital improvements contemplated in the Specific Plan. The following provides a brief description of several such programs. Regional, State and Federal grants and funding programs include the following.

Transportation

- **Active Transportation Program**
  Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354 established the Active Transportation Program to consolidate various state and federal transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S) into a single program. The Active Transportation Program is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs.

- **Congestion Mitigation and Air Quality Improvement Program**
  The Congestion Mitigation and Air Quality Improvement Program directs funds to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in nonattainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

- **Environmental Justice and Community-Based Transportation Planning Grants**
  The California Department of Transportation (Caltrans) provides funding to promote land use and transportation planning at the local level. The Environmental Justice Grant promotes equity and economic opportunity through transportation. The Community-Based Transportation Planning Grant promotes livable communities and sustainable transportation.

- **Highway Safety Improvement Program**
  The California Department of Transportation (Caltrans) administers the Highway Safety Improvement Program (HSIP), a core federal-aid program. The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land, and rural roadways functionally classified as a rural major or minor collector, or rural local road.

- **One Bay Area Grant (OBAG)**
  This Surface Transportation Program Funding is allocated to Congestion Management Agencies to provide incentives for the production of housing with supportive transportation investments.

- **Regional Surface Transportation Program**
  Regional Surface Transportation Program (RSTP) funds are distributed through Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to eligible projects that may include safe routes to school or other related active transportation, bicycle and pedestrian projects bicycle and pedestrian, among other transit and transportation improvement projects and programs.

- **Safe Routes to School Program**
Safe Routes to School programs are a suite of programs and awards that seek to increase the safety and number of children walking and bicycling to school. Both the Federal Highway Administration and Caltrans provide Safe Routes to School awards.

- **State Transportation Improvement Program**
  The State Transportation Improvement Program (STIP) is a multi-year capital improvement program resource management document to assist the State and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner. Safe routes to school projects or other related active transportation, bicycle and pedestrian projects may be eligible for inclusion in the state transportation improvement program. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years.

- **Surface Transportation Program**
  The Metropolitan Transportation Commission (MTC) allocates federal money authorized by the Surface Transportation Act. The most recent surface transportation act, called Moving Ahead for Progress in the 21st Century (MAP-21).

- **Sustainable Communities Planning Grants**
  The California Strategic Growth Council administers Sustainable Communities Planning Grants, which are available to local governments, metropolitan planning organizations and some other organizations. These grants seek to foster sustainable communities in California.

- **Transportation Alternatives Program**
  Transportation alternatives are a type of federal funding for local transportation improvement. These alternatives are intended to expand travel choices and improve local economies. In order to be eligible, projects must relate to surface transportation and must fall under at least one of 12 eligible categories. Bicycle/pedestrian facilities as well as safety and educational programs for bicyclists/pedestrians are covered by transportation alternatives.

- **Transportation for Livable Communities Program**
  The Transportation for Livable Communities (TLC) Program provides planning grants, technical assistance, a Housing Incentive Program and capital grants to help cities and nonprofit agencies develop transportation related projects. Project activities eligible for funding include bicycle and pedestrian paths and bridges; on street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as trees, lighting, furniture; traffic calming design features; signage and gateway features. A local match of 11.5% of the total cost is required.

- **Urban Greening Grants**
  Due to the built-out nature of California’s urban areas, the California Strategic Growth Council gives out Urban Greening Grants, which provide funds to preserve, enhance, increase or establish community green areas.

**Economic Development**

- **Community Design Planning Program**
This program allocates TLC funding to support community design and planning processes to revitalize existing neighborhoods, Downtowns, commercial cores, and transit station areas and stops. The community design planning processes often lead to the development of capital projects. MTC allocates Transportation Development Act or Surface Transportation Program funds to this program. Up to $75,000 is available per project and a 20 percent local match is required.

- **Community Development Block Grant Program (CDBG)**
  Cities with a population less than 50,000 and that did not participate in the HUD CDBG entitlement program are eligible for grant funding to support suitable living environments and expanding economic opportunities, principally for persons of low and moderate income.

- **Infill Infrastructure Grant Program (IIG)**
  This program provides assistance to new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Municipalities may apply provided they are teamed with a non-profit or for profit developer. Grants are generally between $0.5 Million and $4 Million.

- **California Infrastructure and Economic Development Bank (I-Bank)**
  The California Infrastructure and Economic Development Bank (I-Bank) was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy and improve the quality of life in California communities. The I-Bank operates pursuant to the Bergeson-Peace Infrastructure and Economic Development Bank contained in California Government Code Sections 63000 et seq. The I-Bank is located within the Governor’s Office of Business and Economic Development and is governed by a five-member Board of Directors.

  The I-Bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The I-Bank's current programs include the Infrastructure State Revolving Fund (ISRF) Program, 501(c)(3) Revenue Bond Program, Industrial Development Revenue Bond Program, Exempt Facility Revenue Bond Program and Governmental Bond Program.

**Fees and Charges**
Cost recovery through user fees is typically only used to offset General Fund maintenance and operations costs. Unrelated to capital improvements, this potential revenue source should not be ignored in the event that the CIP results in public improvements that may play host to activities and events. With ever-increasing strain on local government budgets, user fees and charges can help maintain and even potentially expand municipal services. Fees and charges create a direct connection between the funding source and the beneficiary of the service. Many see this as an appropriate way to provide services. This is however a more businesslike approach to the provision of services and some argue that lower income groups may be priced out of a facility or program. This issue may be addressed
and avoided when developing a pricing system to ensure that the City is providing its core services to all citizens.

**Table 1: Types of Operating Fees**

<table>
<thead>
<tr>
<th>Fee Type</th>
<th>Description</th>
<th>Examples</th>
</tr>
</thead>
<tbody>
<tr>
<td>Admission/Parking</td>
<td>Charges to enter a developed site at the patron’s first contact with the area; the area may contain facilities or activities for which fees are charged</td>
<td>Parks, gardens, parklets, encroachment permits.</td>
</tr>
<tr>
<td>Programs</td>
<td>Charges for participation in an activity.</td>
<td>Lessons, classes, leagues.</td>
</tr>
<tr>
<td>Sales</td>
<td>Revenues obtained from stores, gift shops, restaurants and other retail operations.</td>
<td>Food and drink items, catering service, souvenirs, film, clothing.</td>
</tr>
<tr>
<td>Permit/License</td>
<td>Charges for written permission to perform an action or the authority to occupy space or use property.</td>
<td>Street vending, encroachment permits, operating licenses, alcohol permits.</td>
</tr>
<tr>
<td>Facility Use (Rental)</td>
<td>Charges for the shared use of a facility.</td>
<td>Public right-of-way, parks.</td>
</tr>
<tr>
<td>Special Service</td>
<td>Charges for supplying extra articles, materials, activities, or services as an accommodation to the public.</td>
<td>Security, traffic control, night lighting, reservation fees, franchise fees, electric use fees, facility set-up/tear down fees.</td>
</tr>
</tbody>
</table>
The above described funding sources can be used for various uses as described in Table 2 and Table 3.

**Table 2: Local Funding Sources and Uses**

<table>
<thead>
<tr>
<th>Local Funding Sources</th>
<th>Land Acquisition</th>
<th>Planning</th>
<th>Design</th>
<th>Capital Improvements</th>
<th>Maintenance</th>
<th>Programs/Operations</th>
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</thead>
<tbody>
<tr>
<td>General Fund</td>
<td>X</td>
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<tr>
<td>Bonds</td>
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<td>Community Facility District (CFD)</td>
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<td>Measure J Funding</td>
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<td>Impact Fees and Exactions</td>
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<tr>
<td>Quimby Act Dedication and Fees</td>
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<td>Private Involvement</td>
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<td>Private Cost Sharing/Reimbursement Agreement</td>
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<td>Property &amp; Business Improvement District (PBID)</td>
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<td>Landscape and Lighting District</td>
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<td>Maintenance Assessment District (MAD)</td>
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<td>Parking Assessment District</td>
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<tr>
<td>Infrastructure Finance districts</td>
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</tbody>
</table>

City of El Cerrito | San Pablo Avenue Specific Plan 24 Multimodal Capital Improvement Program
Table 3: Regional, State and Federal Funding Sources and Uses

<table>
<thead>
<tr>
<th>Regional, State and Federal Funding Sources</th>
<th>Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Land A Acquisition</td>
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<tr>
<td>Transportation</td>
<td></td>
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<tr>
<td>Active Transportation Program</td>
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<td>Congestion Mitigation and Air Quality</td>
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<tr>
<td>Improvement Program</td>
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<tr>
<td>Environmental Justice and Community-Based</td>
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<tr>
<td>Transportation Planning Grants</td>
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<td>Highway Safety Improvement Grants</td>
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<tr>
<td>One Bay Area Grant (OBAG)</td>
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<tr>
<td>Regional Surface Transportation Program</td>
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</tr>
<tr>
<td>Safe Routes to School Program</td>
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<tr>
<td>State Transportation Improvement Program</td>
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<tr>
<td>Surface Transportation Program</td>
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<tr>
<td>Sustainable Communities Planning Grants</td>
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<tr>
<td>Transportation Alternatives Program</td>
<td>X</td>
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<tr>
<td>Transportation for Livable Communities Program</td>
<td>X</td>
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<tr>
<td>Urban Greening Grants</td>
<td>X</td>
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<td>Economic Development</td>
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<td>Community Design Planning Program</td>
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<tr>
<td>Community Development Block Grant Program</td>
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<td>Infill Infrastructure Grant Program (IIG)</td>
<td>X</td>
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<tr>
<td>The California Infrastructure and Economic Development Bank</td>
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</tr>
</tbody>
</table>

City of El Cerrito | San Pablo Avenue Specific Plan | 25

Multimodal Capital Improvement Program
Richmond Street Pedestrian Improvements
Richmond Street Pedestrian Improvements
Richmond Street, between Fairmount and Stockton Avenues

Background
Richmond Street is an important neighborhood street with handsome houses and extensive sidewalk gardens. It is both a quiet residential street and a key connector street, carrying vehicles, Transbay buses, cyclists, and pedestrians. The street terminates at Fairmount Avenue, one block from El Cerrito Plaza BART Station, making it a key pedestrian route. Improvements proposed for this project will be coordinated closely with BART and ongoing station area improvement projects.

Existing Conditions
Though residential in nature, Richmond Street is a minor arterial street and carries significant traffic. Some intersections are unmarked and uncontrolled. There are no pedestrian-scale streetlights, and the street's sidewalk gardens and street trees are inconsistent, lush in some places and barren in others. Some sidewalks are in disrepair or are overgrown with bordering sidewalk gardens. No stormwater is managed on-site, and there are existing drainage issues.

Project Description
The project focuses on improved circulation and safety with enhanced intersections and crossings for pedestrians, and controlled vehicle movements. New streetlights and infill street trees and sidewalk gardens improve the landscape, while features such as new rain gardens improve stormwater management. Potential new design treatments such as art crosswalks and teardrop medians give the street identity and character.

Cost
Range $6,500,000 to $7,500,000; Design cost $750,000
Intersection Improvement Concepts

Enhanced Crosswalks
- Stripe continental crosswalks on all four sides to improve pedestrian crossings
- Consider implementing with four-way stop signs at all intersections
- Consider daylighting intersections for improved visibility by prohibiting on-street parking closest to the intersection

Stormwater Bulbouts
- Add new bulbouts at key locations to narrow intersections, improve visibility, and decrease crossing distance for pedestrians
- Integrate rain gardens and swales for improved stormwater management and drainage control

Teardrop Medians and Daylighting
- Add new “teardop” median islands at intersections to narrow intersections, decrease pedestrian crossing distances, and beautify the street, and add distinctive design to give the street a special identity and character
- Add new greening and neighborhood gardens
- Shift any bus stops

Teardrop Medians with Art Crosswalks
- Add new “teardop” median islands at intersections to narrow intersections, decrease pedestrian crossing distances, and beautify the street
- Work with neighborhoods to include special artistic crosswalks to add distinctive design and give the street and neighborhood special identity and character
Proposed Improvements, Stockton to Eureka

Stockton Avenue Intersection
• Potential stormwater bulbouts on northeast and southwest corners, with potential rain garden south of intersection at low point
• Enhanced pedestrian safety

Sidewalk Repair
• Repair sidewalks and trim overgrown sidewalk gardens

Pedestrian-Scale Lighting
• Add new pedestrian-scale lighting every 30 feet, and light Stockton intersection well for improved visibility and safety

Infill Street Trees and Sidewalk Gardens
• Add infill street trees in existing sidewalk gardens and landscaping
• Work with neighbors to enhance or add sidewalks gardens, and add new trees on private property adjacent to sidewalk
Proposed Improvements, Eureka to Lincoln

**Eureka Avenue Intersection**
- Consider adding teardrop medians to improve safety and narrow intersection
- Consider art crosswalks for identity and character
- Consider potential stormwater bulbouts on south corners

**Pedestrian-Scale Lighting**
- Add new pedestrian-scale lighting every 30 feet, and light Eureka intersection well for improved visibility and safety

**Infill Street Trees and Sidewalk Gardens**
- Add infill street trees in existing sidewalk gardens and landscaping
- Work with neighbors to enhance or add sidewalks gardens, and to add new trees on private property adjacent to sidewalk
Proposed Improvements, Lincoln to Central

Lincoln Avenue Intersection
- Potential stormwater bulbouts on northeast and southwest corners
- Consider adding teardrop medians to improve safety and narrow intersection
- Consider art crosswalks for identity and character

Pedestrian-Scale Lighting
- Add new pedestrian-scale lighting every 30 feet, and light Lincoln intersection well for improved visibility and safety

Infill Street Trees and Sidewalk Gardens
- Add infill street trees in existing sidewalk gardens and landscaping
- Work with neighbors to enhance or add sidewalks gardens, and to add new trees on private property adjacent to sidewalk
Proposed Improvements, Central to Fairmount

Central Avenue Intersection
- Consider adding teardrop medians to improve safety and narrow intersection
- Consider art crosswalks for identity and character
- Consider potential stormwater bulbouts on east corners

Fairmont Avenue Intersection
- Consider adding teardrop medians to improve safety and narrow intersection
- Consider art crosswalks for identity and character

Pedestrian-Scale Lighting
- Add new pedestrian-scale lighting every 30 feet, and light Central and Fairmont intersections well for improved visibility and safety

Infill Street Trees and Sidewalk Gardens
- Add infill street trees in existing sidewalk gardens and landscaping
- Work with neighbors to enhance or add sidewalks gardens, and to add new trees on private property adjacent to sidewalk

San Pablo Avenue Capital Improvement Program (CIP)
Richmond Street Pedestrian Improvements

City of El Cerrito | San Pablo Avenue Specific Plan 36
Multimodal Capital Improvement Program
Proposed Lighting Improvements

**Intersection Lighting**
- Add special lighting and increase lighting intensity at intersections to improve safety and visibility
- Use “dark sky” lighting to minimize light pollution

**Midblock Lighting**
- Add pedestrian-scale lighting every 30 feet, or where possible given existing driveways, street trees, and sidewalk gardens
- Use “dark sky” lighting to minimize light pollution
San Pablo Avenue & Cutting Boulevard Intersection Improvements
San Pablo Avenue Intersection Improvements
San Pablo Avenue and Cutting Boulevard

Background
The San Pablo Avenue and Cutting Boulevard intersection is a large, major intersection with complex turning movements and high volumes of people moving through it. Given the intersection’s key location one block from El Cerrito del Norte BART Station and the Ohlone Greenway, improving safety at the intersection for all users is a high priority. Improvements proposed for this project will be coordinated closely with the City of Richmond, Caltrans, and BART, and with various projects underway including the Ohlone BART Station Area Access, Safety, and Placemaking Improvements Project, and the BART del Norte Station Modernization Project.

Existing Conditions
Many of the intersection’s pedestrian crossings are wide or unavailable, and there are no bicycle facilities through the area, making bicycle travel difficult. Pedestrian and bicycle facilities under the I-80 freeway are minimal, and congestion and conflicting movements near the BART station and Ohlone Greenway crossing are problems. Traffic congestion can be poor at certain periods of the day.

Project Description
The project focuses on improved circulation and safety with new protected crossings for pedestrians, new bicycle facilities, and regularized and controlled turning movements for improved vehicle flow. Safety is prioritized under the I-80 freeway, and near the BART station, with access points carefully controlled, crosswalks enhanced, and high-visibility green paint used throughout for pedestrian and bicycle safety.

Cost
Range $2,500,000 to $3,000,000; Design cost $395,000
Proposed Improvements

I-80 Interchange
- Stripe buffered green bike lanes in both directions on Cutting Blvd to San Pablo
- Improve bike and pedestrian crossings at on-ramps with reconfigured curbs, new islands, enhanced striping and crosswalks
- Move existing transit stop west of Peerless to just east of Peerless
- Add enhanced crosswalks at Peerless Ave

San Pablo Avenue Intersection (North)
- Stripe buffered bike lane northbound, bike lane southbound
- Add two-stage right-turn boxes for left-turning bicycles
- New bulbout on northeast corner to narrow intersection
- Shift crosswalk and add median nose for improved crossing safety
- Fill in cut-back curb on Cutting west of San Pablo; retain bus pad
- Shift on-street parking from west to east side of street

San Pablo Avenue Intersection (South)
- Add new crosswalk for pedestrians on south side of intersection
- Stripe buffered bike lane northbound, bike lane southbound
- Add two-stage right-turn boxes for left-turning bicycles
- Widen median to narrow intersection, and add street trees and landscaping
- Add new bus island for southbound transit users

Cutting Boulevard, east of San Pablo
- Stripe green bike lanes in both directions to Key Blvd; add sharrows east of Key
- Improve bike and pedestrian safety at crossings, including Ohlone Greenway crossing, with reconfigured curbs, bulbouts, enhanced striping and crosswalks
- Convert Cutting to two-way travel for all vehicles, with one lane eastbound
- Add enhanced crosswalks at Kearney Street and Key Blvd
San Pablo Avenue & Hill Street/Eastshore Blvd
Intersection Improvements
San Pablo Avenue Intersection Improvements
San Pablo Avenue and Hill Street/Eastshore Boulevard

Background
The San Pablo Avenue and Hill Street/Eastshore Boulevard intersection is a large, five-way intersection with complex turning movements and high volumes of people moving through it. Given the intersection’s key location one block from El Cerrito del Norte BART Station and the Ohlone Greenway, improving safety at the intersection for all users is a high priority. Improvements proposed for this project will be coordinated closely with the Caltrans and BART, as well as adjacent property owners, and with various projects underway including the Ohlone BART Station Area Access, Safety, and Placemaking Improvements Project, and the BART del Norte Station Modernization Project.

Existing Conditions
Many of the intersection’s pedestrian crossings are unavailable, and bicycle facilities exist in the area only on Eastshore, making bicycle travel difficult. Active transportation connections up Hill are limited. The existing signalization, with six separate phases, creates long wait times for all users yet still does not provide exclusive pedestrian phases. Congestion and unsafe turning movements near the BART station and Ohlone Greenway crossing are also problems. Traffic congestion can be poor at certain periods of the day.

Project Description
The project focuses on improved circulation and safety with new protected crossings for pedestrians, new bicycle facilities, regularized and controlled turning movements for improved vehicle flow, and signalization changes. Safety is prioritized, as is protection for vulnerable road users. Near the BART station, access points are controlled, crosswalks enhanced, and high-visibility green paint used throughout for safety.

Cost
Range $2,000,000 to $2,500,000; Design cost $360,000
Proposed Signal Changes

Existing Signalization
- No crosswalk allowed on north side of intersection
- Six separate phases
- 160 seconds total wait time; Minimum 120-second pedestrian wait
- No pedestrian crossing provided exclusive phase

Proposed Signalization
- 5 separate phases
- Maximum 100-second pedestrian wait time
- New crosswalk for pedestrians on north side of San Pablo
- New, enhanced continental crosswalks on all sides
- All pedestrian crossings given exclusive phases for safety
Proposed Improvements

Peerless Avenue and Eastshore Boulevard
- Convert eastbound Peerless to right-turn only, with right turn pocket
- Bulb out west side curbs (potentially as part of new development on former OSH site) to better square Eastshore with Hill
- Add buffered bikeways on Eastshore Boulevard, and add green lanes in conflict zones and where extra visibility is needed

San Pablo Avenue Intersection (North)
- Stripe bike lanes northbound and southbound
- Add bike signal to control right turns for pedestrian and bicycle safety
- Add median nose for pedestrian refuge zone
- Add new bulbout on northeast curb to narrow intersection for safety
- Decrease left-turn only lanes from San Pablo Avenue to Hill from two to one

San Pablo Avenue Intersection (South)
- Narrow slip lane from Eastshore to San Pablo to minimum allowed width
- Narrow median to allow buffered bike lane southbound, bike lane northbound
- Add right-turn signal to control right turns from San Pablo north to Hill for pedestrian and bicycle safety
- Add two-stage right-turn boxes for left-turning bicycles

Hill Street, east of San Pablo
- Add eastbound right-turn only lane
- Add green bike sharrows in both directions, with green lanes at conflict points
- Improve bike and pedestrian safety at crossings, including Ohlone Greenway crossing, with reconfigured curbs, bulbouts, enhanced striping and crosswalks
- Study long-term protected bike facility between San Pablo and the Greenway
Proposed Improvements

Hill Street, Lexington Ave to Liberty St
- Add bike lane in eastbound direction; Study removing on-street parking on north side of street to add protected bikeways in both directions
- Reconfigure south edge curbs to minimize crossing distances and emphasize one way southbound entry to Lexington, one-way northbound from Liberty to Hill
- Improve bike and pedestrian crossings with enhanced striping and crosswalks

Hill Street, Liberty St to Elm St
- Stripe buffered green bike lane in eastbound direction
- Consider replacing parking on north side of street with westbound bike lane
- Consider converting Hill Street to two-way from Ohlone Greenway to Elm
- Add new bike box at Elm Street intersection