



WCCTAC

West Contra Costa Transportation Advisory Committee
West Contra Costa Transit Enhancement Strategic Plan
&
West Contra Costa/Albany Transit Wayfinding Plan

Working Group Meeting

Thursday, April 14, 2011
11:00 a.m.

AGENDA

- I. Introductions
- II. March 10 Working Group Meeting Notes/Key Actions
- III. Transit Toolbox Discussion
- IV. Draft Project Prioritization List Discussion
- V. Wayfinding Strategy Recommendation Discussion
- VI. Next Working Group Meetings (Look Ahead) Information
 - May
 - Community Workshops – May and June
 - Wayfinding Recommendation Board Presentation Preview
 - July
 - Draft Report
- VII. Adjourn



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West Contra Costa Transportation Advisory Committee
West Contra Costa Transit Enhancement Strategic Plan
&
West Contra Costa/Albany Transit Wayfinding Plan

Working Group Meeting

Thursday, March 10, 2013
10:30 a.m.

MEETING NOTES

Attendees: Christina Atienza, John Rudolph, Linda Young (WCCTAC); Yvetteh Ortiz (City of El Cerrito); Steven Tam (City of Richmond); Robert Reber (City of Hercules); Kanwal Sandhu (City of San Pablo); Deidre Heitman (BART); Bob Grandy (Fehr & Peers); Sue Labouvie, Max Heim (Studio L'Image)

I. February 10 Meeting Notes

The Working Group had no requested changes to the February 10 meeting notes.

The following key actions from the February 10 meeting were highlighted.

- The Working Group reviewed the TDM & Parking Assessment Report, and provided direction to Nelson/Nygaard on five additions/revisions.
- The Working Group received copies of the Draft Project List for Transit Center Improvements, and will review the list and provide comments.
- The Working Group reviewed the draft list of prioritization criteria, and asked that a new criteria be added that identifies when a project is already partially funded through previous commitments.
- Draft results of the wayfinding survey were distributed with the packet.



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II. Wayfinding Strategy

Sue and Max presented a power point with wayfinding system elements and received the following inputs.

- The Working Group provided the following inputs.
 - Wayfinding system will support transit centers as the key destination, but will also have option to identify local destinations
 - System should include a space for a city identify
 - System should support symbols for some but not all destination messages
 - System should support distance information within size constraints
 - Maps should be an option within the transit centers themselves
 - System should create a consistence appearance in general
 - Modular sign approach was liked

ACTION ITEM – Studio L’Image will submit a recommended strategy based on direction received from the Working Group.

III. Draft Needs Assessment Report/Recommendations Report

Bob provided an overview of the Draft Needs Assessment Report/Recommendations Report, which is a compilation of the needs assessment and recommendations for transit center improvements, TDM improvements, and bicycle and pedestrian improvements. The recommendations included in the Draft Report were presented at the January and February Working Group meetings. These improvements will be prioritized based on the criteria approved by the Working Group at last month’s meeting.

ACTION ITEM – Working Group members will review the draft report and provide comments. Fehr & Peers will provide a draft prioritization list for presentation at next month’s meeting.



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IV. Next Working Group Meeting

The next Working Group meeting will be April 14 at 11:00 am. The focus of the April meeting will be (1) Transit Toolbox, (2) Draft Prioritization List, and (3) Wayfinding Recommendations.



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West Contra Costa Transportation Advisory Committee
West Contra Costa Transit Enhancement Strategic Plan Working Group

MEMORANDUM

Prioritization Criteria

April 7, 2011

The purpose of the following memorandum is to provide a description of suggested criteria for use in prioritizing transit enhancement strategies.

I. Purpose of Transit Enhancement Strategic Plan

The purpose of the Transit Enhancement Strategic Plan is to identify strategies to facilitate the “first-mile” and “last-mile” access to transit, and result in increased transit ridership. This is accomplished by identifying the needs and then developing a program of transit enhancement projects, which are physical or functional elements that are complementary to transit services, but do not entail the provision of actual transit service. The projects or strategies include infrastructure improvements to support walking and cycling, bus access enhancements, parking management strategies, and travel demand management measures such as carpooling, vanpooling, or shuttles.

II. Overview of Prioritization Process

The prioritization process involves an assessment of how each of the recommended strategies meets the performance measures associated with each of the suggested criteria. The selected criteria are typical evaluation tools for grant applications, and should not be used to compare candidate projects against one another. Table 1 provides a description of the criteria and performance measures. Each would be graded between A-C, with A representing a high level of effectiveness, C representing a low level of effectiveness, and N/A representing a situation where there is no applicability or no potential to meet the criteria. Note that some projects received a D for funding commitment; these are projects that will likely be a challenge to fund.

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**TABLE 1
PRIORITIZATION CRITERIA**

CRITERIA	DESCRIPTION	QUALITATIVE PERFORMANCE MEASURE	QUANTATIVE PERFORMANCE MEASURE	SCORING
Public Support ¹	<ul style="list-style-type: none"> Level of public support, as indicated during outreach process 		<ul style="list-style-type: none"> Extent of public support Extent of public opposition 	A: High B: Medium C: Low
Transit Ridership ²	<ul style="list-style-type: none"> Expected degree to which the improvement may increase transit use 	<ul style="list-style-type: none"> Potential to induce new ridership 		A: Increases capacity, improves station access B: Station enhancements, passenger amenities C: Maintenance enhancements, operational improvements
Safety	<ul style="list-style-type: none"> Strategy located in area with high frequency of collisions, particularly pedestrian and/or bicycle collisions Strategy located in area with perceived or real public safety risk 	<ul style="list-style-type: none"> Potential to improve real or perceived public safety (e.g., lighting, other related strategies), physical or operational 	<ul style="list-style-type: none"> Number of collisions over 3-year period 	A: Yes B: Minor benefit C: No

¹ Scoring for public support criteria will occur after outreach is conducted in May 2011.

² Transit Ridership does not apply to bicycle and pedestrian projects, with the exception of the Central Richmond Bike Station



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		safety		
Development ³	<ul style="list-style-type: none"> Strategy located in proximity to previously approved and/or planned transit-oriented developments 	<ul style="list-style-type: none"> Scale of previously approved or planned development in catchment area 		Transit Projects: N/A A: Yes B: N/A C: No
Funding Commitment	<ul style="list-style-type: none"> Potential for public/private partnership or intra-agency collaboration to help implement and/or fund the project Prior funding commitment has been identified 	<ul style="list-style-type: none"> Potential to benefit private employers or agencies that would support implementation and/or provide funding 		A: At least ½ matching funds are secured B: Some level of funding commitment C: No identified funding source D: Will be a challenge to fund
Capital Cost	<ul style="list-style-type: none"> Cost to construct physical improvements or purchase equipment to implement the strategy 		<ul style="list-style-type: none"> Relative conceptual capital cost 	A: Low – less than \$250,000 B: Medium - \$250,000- \$1 M C: High – more than \$1 Million
Operating Cost	<ul style="list-style-type: none"> Cost to provide ongoing operations of a proposed strategy 		<ul style="list-style-type: none"> Relative conceptual operating cost 	A: Little to no maintenance B: Moderate maintenance/ limited staffing C: Ongoing service
Notes: <ul style="list-style-type: none"> Funded and programmed projects will not be scored but will be listed at the top of the prioritized list for reference Prioritized projects will be broken into Tiers 1 & 2. 				

³ Development does not apply to transit strategies

SERIES #	CATEGORY	DESCRIPTION	STRATEGY TYPE	DETAILED RECOMMENDATIONS	NOTES	ONGOING STUDY/ PROJECT	JURISDICTION	LEAD AGENCY	LOCAL COMMITMENT	TRANSIT RIDERSHIP (0-3)	SAFETY	DEVELOPMENT CATALYST	FUNDING COMMITMENT	CAPITAL COST - 3=<.25M, 2=.25M to 1M, 1=>1M	OPERATING COST	OVERALL GRADE	MAJOR IMPLEMENTATION CONSTRAINTS?	LOCAL AGENCY PRIORITY?	RECOMMENDED PRIORITY
Series 100 - Richmond BART Station									Criteria Typically Used for Grant Applications										
CR-101	Transit	Upgraded and expanded circulation area for buses	Internal Circulation	Upgrade and expand circulation area for buses to allow turning movements for all transit operators			BART	BART		B	B	N/A	C	C	A	B	No		
CR-102	Transit	Passenger Waiting Area	Passenger Amenities	Improve and upgrade the bus waiting area with shelters, benches and attractive landscaping		BART has plans to upgrade the 13 existing bus shelters and resurface the intermodal area including a continuous canopy from the bus shelters to the station entrance. Project pending until the parking garage is completed.	BART	BART		B	B	N/A	A	B	A	B	No		
CR-103	Transit	Real-Time Information	Transit Information	Install real-time electronic information signs on buses and in bus waiting area. (Currently signs are limited to inside the Richmond the Redevelopment Office and BART and Amtrak platforms)		BART has plans to implement Real-Time information at the Station. Specifics to be determined.	BART	AC Transit and Golden Gate Transit		B	B	N/A	A	A	A	A	No		
CR-104	Transit	Improved Signage	Transit Information	Improve and upgrade signage within the BART station to include maps to view and brochures, maps and schedules for all transit agencies serving this station		BART has plans for a Wayfinding project including 12 transit Information display boards and 50 overhead and wall signs	BART	BART		B	B	N/A	A	A	B	B	No		
CR-105	Transit	Maintenance Enhancements	Passenger Amenities	Improve maintenance and cleanliness of bus waiting area by picking up trash, making repairs and ensuring adequate number of trash bins.			BART	BART		C	C	N/A	C	A	B	B	No		
CR-106	Transit	Additional Parking Capacity	Enhanced Parking	Increase the supply of parking from the existing 626 spaces.		Construction is underway to add 769 spaces to a new Parking Garage, expected to completion date is 2012.	Richmond and BART	BART		A	N/A	N/A	A	C	B	B	No		
CR-106	Transit	Carpool-Only Parking Spaces	Parking Management	Dedicate spaces for carpoolers to promote shared rides to the overcrowded valet parking. Currently there are no spaces allocated for carpoolers.			BART	BART		A	N/A	N/A	A	A	A	A	No		
CR-107	Transit	Bicycle Lockers	Bicycle Parking	Install upgraded safe and convenient bicycle lockers at the station.		BART has plans to install 46 electric bicycle lockers.	BART	BART		A	A	N/A	A	B	A	A	No		
Series 300 - Richmond Parkway Transit Center																			
RP-301	Transit	Additional Parking Capacity	Enhanced Parking	Increase the supply of parking from the existing 206 spaces.		RTPC expansion to a four-level parking garage with 660 spaces and increase of bus area to accommodate 12 buses at a time.	Richmond and Contra Costa County	AC Transit		A	N/A	N/A	A	C	B	B	No		
RP-302	Transit	Improved passenger waiting area	Passenger Amenities	Improve waiting area with benches, bus shelters and landscaping. Provide restrooms for public use.		Planned expansion project includes up to 12 bus shelters and public restrooms	Richmond and Contra Costa County	AC Transit		B	B	N/A	A	B	B	B	No		
RP-303	Transit	Dedicated passenger drop-off area	Internal Circulation	Provide for dedicated passenger drop-off area for casual carpoolers to reduce traffic congestion and provide for safe pick-up		Planned expansion project includes up to ten short-term parking spaces	Richmond and Contra Costa County	AC Transit		B	B	N/A	A	A	A	A	No		
RP-304	Transit	Real-Time Information	Transit Information	Install real-time electronic information signs at all bus stops		Real-Time information is being implemented by WestCAT	Richmond and Contra Costa County	AC Transit and WestCAT		B	B	N/A	A	B	A	B	No		
RP-305	Transit	Directional Signage	Freeway/Street Signage	Install Sign on I-80 to direct motorists to the RTPC.			Richmond and Contra Costa County	Caltrans and AC Transit		B	N/A	N/A	C	A	A	B	No		
RP-306	Transit	Shared Parking	Parking Management	Explore shared parking at Hilltop Plaza to enhance capacity prior to and during construction of upgraded facility			Caltrans	AC Transit and Caltrans		A	N/A	N/A	C	A	A	B	No		
RP-307	Transit	Bicycle Lockers	Bicycle Parking	Provide bicycle parking spaces and lockers.		The project calls for bicycle parking. Specifics are unknown at this time.	Richmond and Contra Costa County	AC Transit		A	A	N/A	A	A	A	A	No		
RP-308	Transit	Kiosk/Shop	Passenger Amenities	Encourage on-site vendor /shop to provide coffee, snacks and other vendor amenities			Richmond and Contra Costa County	AC Transit		B	B	N/A	C	A	B	B	No		
RP-309	Transit	Signal Timing	Transit Signal Priority/Bus Priority Treatment	Shane Drive/Hilltop Drive Transit/Bus Signal Priority Treatment	Signal Priority for the #72 bus to enter the mall		Richmond	Richmond		B	N/A	N/A	D	B	A	B	Yes		
RP-310	Transit	Signal Timing	Transit Signal Priority/Bus Priority Treatment	Blume Drive/Klose Way Transit/Bus Signal Priority Treatment	Access to LU Transbay bus line; Signal Priority for the #72 bus to enter the mall		Richmond	Richmond		B	N/A	N/A	D	B	A	B	Yes		
RP-311	Transit	Transit Access	Access Improvements	Consolidate WesCAT and AC Transit hubs at the Hilltop Mall	Currently transit stops are on opposite sides of the Mall. Passengers must walk through mall to connect to other bus routes.		Richmond	AC Transit and Richmond/Hilltop Mall		B	C	N/A	C	A	A	B	No		
Series 400 - El Cerrito Del Norte BART Station																			

SERIES #	CATEGORY	DESCRIPTION	STRATEGY TYPE	DETAILED RECOMMENDATIONS	NOTES	ONGOING STUDY/ PROJECT	JURISDICTION	LEAD AGENCY	LOCAL COMMITMENT	TRANSIT RIDERSHIP (0-3)	SAFETY	DEVELOPMENT CATALYST	FUNDING COMMITMENT	CAPITAL COST - 3=<.25M, 2=.25M to 1M, 1=>1M	OPERATING COST	OVERALL GRADE	MAJOR IMPLEMENTATION CONSTRAINTS?	LOCAL AGENCY PRIORITY?	RECOMMENDED PRIORITY
DN-401	Transit	Shared Parking	Parking Management	Explore shared parking at adjacent development site, empty lot at Cutting at NE side of San Pablo to enhance capacity			BART and City of El Cerrito	BART and City of El Cerrito		A	N/A	N/A	C	A	A	B	No		
DN-402	Transit	Electronic parking inventory system	Parking Management	Install electronic system to enable passengers to identify available parking spaces without driving through structure and lots (online, electronic signs, mobile phone based, etc)			BART	BART		B	N/A	N/A	D	B	A	B	No		
DN-403	Transit	Dedicated bus layover spaces	Internal Circulation	Dedicate and assign bus layover spaces for each transit agency			BART	BART and connecting bus operators (AC Transit, WestCAT, GGT, VINE, Vallejo and Fairfield and Suisun Transit)		C	C	N/A	C	A	A	B	No		
DN-404	Transit	Uniform signage for all bus bays	Bus Signage	Create and install uniform, larger and clearer signage for all bus bays			BART	BART		B	C	N/A	C	A	A	B	No		
DN-405	Transit	Real-Time Information	Transit Information	Install electronic signage announcing real time arrival and departure information		BART has plans to implement Real-Time information at the Station. Specifics to be determined.	BART	BART		B	B	N/A	A	A	A	A	No		
DN-406	Transit	Shuttle Service Signage	Transit Information	Improve signage and information at shuttle service pick-up and drop off locations			BART	BART		B	C	N/A	C	A	A	B	No		
DN-407	Transit	Additional Transit Information	Transit Information	Regularly refill and stock transit information brochures at station for passengers to take with them		BART has plans for a Wayfinding project including 12 transit Information display boards and 55 overhead and wall signs	BART	BART and connecting bus operators (AC Transit, WestCAT, GGT, VINE, Vallejo and Fairfield and Suisun Transit)		B	C	N/A	A	A	B	B	No		
DN-408	Transit	Paratransit Bay	Internal Circulation	Relocate paratransit bay closer to the BART entrance for easier access and to improve safety for consumers			BART	BART		C	B	N/A	C	A	A	B	No		
DN-409	Transit	Security Enhancements	Passenger Amenities	Upgrade lighting and install cameras and emergency telephone to increase safety and security			BART	BART		B	A	N/A	C	B	A	B	No		
DN-410	Transit	Bus Shelters and Benches	Passenger Amenities	Install new benches and shelters to protect passengers from inclement weather and to create a comfortable waiting area			BART	BART		B	C	N/A	C	B	A	B	No		
DN-411	Transit	Maintenance Enhancements	Passenger Amenities	Improve maintenance and cleanliness of station by increasing the frequency and ensuring adequate number of bins			BART	BART		C	C	N/A	C	A	B	B	No		
DN-412	Transit	Landscaping	Station Aesthetics	Upgrade the landscaping in and around the station			BART and City of El Cerrito	BART and City of El Cerrito		C	C	N/A	C	B	B	C	No		
DN-413	Transit	Bicycle Lockers	Bicycle Parking	Install upgraded safe and convenient bicycle lockers at the station.		BART has plans to install 32 electric bicycle lockers.	BART	BART		A	A	N/A	A	A	A	A	No		
Series 500 - El Cerrito Plaza Station																			
ECP-501	Transit	Improved Signage	Transit Information	Improve station area map and signage within the station. Install new panels with transit information		BART has plans for a Wayfinding project including 12 transit Information display boards and 45 overhead and wall signs	BART	BART		B	C	N/A	A	B	B	B	No		
ECP-502	Transit	Improved Signage	Transit Information	Install signs about transit services on San Pablo Avenue			City of El Cerrito	City of El Cerrito (BART and AC Transit)		B	C	N/A	C	A	A	B	No		
ECP-503	Transit	Maintenance Enhancements	Passenger Amenities	Improve maintenance and cleanliness of station by increasing the frequency and ensuring adequate number of bins			BART	BART		C	C	N/A	C	A	B	B	No		
ECP-504	Transit	Relocation of Drop-Off Area	Internal Circulation	Relocate drop-off area for people with mobility devices to be closer to station entrance and bus stops and to increase safety.			BART	BART		C	A	N/A	C	A	A	B	No		
ECP-505	Transit	Electronic parking inventory system	Parking Management	Install electronic system to enable passengers to identify available parking spaces without driving through structure and lots (online, electronic signs, mobile phone based, etc)			BART	BART		B	N/A	N/A	D	B	A	B	No		
ECP-506	Transit	Bicycle Lockers	Bicycle Parking	Install upgraded safe and convenient bicycle lockers at the station.		BART has plans to install 20 electric bicycle lockers.	BART	BART		A	A	N/A	A	A	A	A	No		
ECP-507	Transit	Station Access	Pedestrian Access	Explore opportunities to improve linkage/pedestrian access to El Cerrito Shopping Center			City of El Cerrito	City of El Cerrito and BART		B	B	N/A	C	A	A	B	No		
ECP-508	Transit	Improved Signage	Transit Information	Next Bus signs are difficult to see (tucked into roof of bus shelter). Relocate NextBus time information signs at Rapid bus stops			AC Transit	AC Transit and the City of El Cerrito		B	B	N/A	B	A	A	B	No		
Series 600 - Hercules Transit Center & Intermodal Center																			

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H-601	Transit	Real-Time Information	Transit Information	Four real time signs have been installed but have not been activated because of issues with vendor. Activate real time information signs at Hercules Transit Center			BART	BART and WestCAT		B	B	N/A	B	A	A	B	No		
H-602	Transit	Information Kiosk	Transit Information	Install transit maps, parking information, transfer to BART and other information in sheltered area			BART	BART and WestCAT		B	C	N/A	C	B	B	B	No		
H-603	Transit	Restrooms	Passenger Amenities	Install restrooms for waiting passengers			BART	BART and WestCAT		B	C	N/A	C	B	A	B	No		
H-604	Transit	Passenger Amenities	Passenger Amenities	Install telephone, coffee, snacks and other vendor amenities			BART	BART and City of Hercules		B	B	N/A	C	A	A	B	No		
H-605	Transit	On-Site Parking Payment System	Parking Strategies	Develop parking payment system that allows for same day on-site cash and credit card purchases			BART	BART and WestCAT		B	N/A	N/A	C	A	A	B	No		
H-606	Transit	Preferential Parking	Parking Strategies	Provide preferential parking for carpooling, carsharing and motorcycles			BART	BART and WestCAT		B	N/A	N/A	C	A	A	B	No		
Series 700 - Contra Costa College Transit Hub																			
CCC-701	Transit	Enhance maintenance of Transit Hub	Passenger Amenities	Maintain and upgrade station facilities and amenities			AC Transit	AC Transit		C	C	N/A	C	A	B	B	No		
CCC-702	Transit	Updated/enhanced transit stop signage	Passenger Amenities	Update and install WestCAT sign for Route C3			Contra Costa College	WestCAT		B	C	N/A	C	A	A	B	No		
CCC-703	Transit	Improved directional signage	Transit Information	Install directional signage on campus to make it easier for passengers to identify their bus stop			Contra Costa College	AC Transit		B	C	N/A	C	A	A	B	No		
CCC-704	Transit	Real-Time Information	Transit Information	Install electronic signage announcing real time arrival and departure information			Contra Costa College	AC Transit		B	B	N/A	C	A	A	B	No		
CCC-705	Transit	Dedicated "kiss and ride" drop-off area	Internal Circulation	Designate a dedicated area for dropping off auto passengers			Contra Costa College	AC Transit		B	C	N/A	C	A	A	B	No		
CCC-706	Transit	Reconfiguration of bus circulation	Internal Circulation	Shift layover spaces to outer island; drop off at college entrance pathway and rearranging other bay assignments			Contra Costa College	AC Transit		C	B	N/A	C	A	A	B	No		
CCC-707	Transit	Passenger amenities	Passenger Amenities	Install telephone, coffee, snacks and other vendor amenities			Contra Costa College	AC Transit		B	B	N/A	C	A	B	B	No		
CCC-708	Transit	Upgrade security	Passenger Amenities	Update lighting and install cameras and emergency telephone and assure campus police presence			Contra Costa College	AC Transit		B	A	N/A	C	B	A	B	No		
CCC-709	Transit	Restrooms	Passenger Amenities	Install restrooms for waiting passengers			Contra Costa College	AC Transit		B	C	N/A	C	A	A	B	No		
CCC-710	Transit	Transit Information on College Website	Transit Information	Enhance information on the College Website. Existing link provides route numbers only without maps, links to transit agencies, tel numbers or websites for more information.			Contra Costa College	Contra Costa College		B	N/A	N/A	C	A	B	B	No		
CCC-711	Transit	Bus Transit stop relocation	Access Improvements	Move NB San Pablo Avenue bus stop to far side of the intersection			San Pablo	San Pablo		B	N/A	N/A	C	A	A	B	No		
CCC-712	Transit	Additional bus stop	Access Improvements	Housing project on the west side of the Transit Center is fenced and not pedestrian accessible. Consider adding bus stop on the way to the Transit Center at the housing project's entrance on Campus Drive & College Lane. New AC Transit/ WestCAT bus stops on Campus Drive at College Lane			San Pablo	San Pablo		B	N/A	N/A	C	A	A	B	No		
CCC-713	Transit	Signal Timing	Intersection Traffic Control, Intersection Crossing Enhancements	Consider pedestrian and transit actuated signals and further improve pedestrian crossing. El Portal Drive/Mission Bell Drive Intersection Traffic Control & Crossing Enhancements	Same project as CCC-706		San Pablo	San Pablo		B	A	N/A	C	B	A	B	No		
Series 900 - Universal																			
901	Transit	Bus Stop Enhancements	Passenger Amenities	Develop a demonstration project to test the optimal features of bus shelters including lighting, material, maintenance effort, etc. The outcome could become a model for bus operators.			One City could take the lead in demonstration	AC Transit and WestCAT		B	C	N/A	C	B	B	B	No		

WCCTAC TRANSPORTATION ENHANCEMENT PLAN - Pedestrian Bicycle Strategies

SERIES #	CATEGORY	DESCRIPTION	LIMITS (N-S or E-W)	STRATEGY TYPE	DETAILED RECOMMENDATIONS	ONGOING STUDY/ PROJECT	JURISDICTION/ LEAD AGENCY	NOTES	COST (\$)	COST NOTES	LOCAL COMMITMENT	TRANSIT RIDERSHIP (N/A-3)	SAFETY	DEVELOPMENT CATALYST	FUNDING COMMITMENT	CAPITAL COST - 3<=25M, 2<=25M to 1M, 1=>1M	OPERATING COST	OVERALL GRADE	MAJOR IMPLEMENTATION CONSTRAINTS?	LOCAL AGENCY PRIORITY?	RECOMMENDED PRIORITY
RF-204	Pedestrian/ Bicycle	I-580/Marina Bay Parkway Interchange Improvements	I-580/Marina Bay Parkway	Interchange Improvements	Improve pedestrian and bicycle crossings at ramps	Richmond Bicycle Master Plan, Richmond Pedestrian Plan	City of Richmond		\$0			N/A	A	A	C	TBD	A	B	Yes		
RF-205	Pedestrian	Marina Bay Pkwy/Meeker Avenue Intersection Reconfiguration	Marina Bay Parkway/Meeker Avenue	Intersection Reconfiguration	Reduce pedestrian crossing distances & exposure by reducing curb radii, installing bulb-outs & raised ped islands. Improve crossings		City of Richmond		\$117,000			N/A	A	A	C	A	A	A	No		
RF-206	Pedestrian	Regatta Blvd Mid-block Crossing Enhancements		Mid-block Crossing Enhancements	Provide mid-block pedestrian/bicycle crossing		City of Richmond		\$4,550			N/A	A	A	C	A	A	A	No		
RF-207	Pedestrian/ Bicycle	Cutting Boulevard Road Diet	I-80-1st Street	Road Diet	Lane reduction/ road diet, install bike lanes, pedestrian & streetscape improvements. Long-term opportunity for rapid transit (BRT, light rail etc.)	Richmond Bicycle Master Plan, Richmond Pedestrian Plan, Draft Richmond General Plan	City of Richmond		\$0			N/A	A	A	C	TBD	A	B	No		
RF-208	Bicycle	Marina Way Class II bike lanes	Ohio Avenue-Wright Avenue	Bike Lanes (Class II)	Install Class II bike lanes, consider median	Richmond Bicycle Master Plan, Richmond Pedestrian Plan, Draft Richmond General Plan	City of Richmond		\$68,640			N/A	A	A	C	A	A	A	No		
RF-209	Bicycle	Marina Way Road Diet & Class II bike lanes	Wright Avenue-Hall Avenue	Road Diet/Bike Lanes	Lane reduction/ road diet, install bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$54,080			N/A	A	A	C	A	A	A	No		
RF-210	Bicycle	Marina Way Class II bike lanes	Hall Avenue-Ferry Terminal	Bike Lanes (Class II)	Install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$28,080			N/A	A	A	C	A	A	A	No		
RF-211	Bicycle	Regatta Blvd Class I Shared Use Path improvements	27th Street-Marina Way	Shared Use Path (Class I)	Improve pathway access, crossings and remove obstructions from pathway	Richmond Bicycle Master Plan	City of Richmond		\$65,000			N/A	A	A	C	A	A	A	No		
RF-212	Bicycle	Regatta Blvd Class II bike lanes	27th Street-Marina Way	Bike Lanes (Class II)	Install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$16,741			N/A	A	A	C	A	A	A	No		
RF-213	Bicycle	Class I Connections to Ferry Terminal from Offshore Ct, Northshore Drive & Marina Way	Ferry Terminal from Offshore Ct, Northshore Drive & Marina Way	Shared Use Path (Class I)	Provide bicycle and pedestrian access to ferry terminal		City of Richmond		\$312,000			N/A	A	A	C	B	A	B	No		
Series 300 - Richmond Parkway Transit Center																					
RP-301	Pedestrian	Blume Dr/Richmond Pkwy Sidewalk improvements	Blume Drive/ Richmond Parkway	New Sidewalks	Formalize sidewalk connections into Transit Center		City of Richmond		\$15,600			N/A	A	C	C	A	A	B	No		
RP-302	Pedestrian	New Crossing at the west and south side of Transit Center	Blume Drive -South side of Transit Center	Intersection Crossing Enhancements	Provide pedestrian crossing at south side entrance of Transit Center and across Blume Drive		City of Richmond		\$2,348			N/A	A	C	C	A	A	B	No		
RP-303	Pedestrian	I-80/ Blume Drive Interchange Improvements	I-80/ Blume Drive	Intersection Crossing Enhancements	Improve pedestrian/ bicycle accommodation & crossings at ramps		City of Richmond	No crosswalk on west or north leg	\$6,968			N/A	A	C	C	A	A	B	Yes		
RP-305	Pedestrian	I-80/Fitzgerald Drive Interchange Improvements	I-80/Fitzgerald Drive	Intersection Reconfiguration	Improve pedestrian/ bicycle accommodation & crossings at ramps		Unincorporated County	No marked crossings	\$5,385			N/A	A	C	C	A	A	B	Yes		
RP-306	Pedestrian	Klose Way Crosswalk enhancements	Klose Way	Intersection Crossing Enhancements	Provide crosswalk		City of Richmond	People regularly cross mid-block between movie theater and parking lot	\$946			N/A	A	C	C	A	A	B	No		
RP-307	Pedestrian	Improve sidewalks along Garrity Way	Blume Dr-East end of Garrity Way	Improve Sidewalks	Widen sidewalks		City of Richmond	Social Security building is located on steep grade with 3' sidewalks; Difficult to access by foot	\$161,200			N/A	A	C	C	A	A	B	No		
RP-308	Pedestrian/ Bicycle	New Class I Connection from Richmond Pkwy to O'Donnell Drive/ Flannery Road	Flannery Road/ O'Donnell Drive-Richmond Pkwy	Shared Use Path (Class I)	Provide pathway from residential neighborhood to Richmond Parkway		City of Richmond, Unincorporated County, private property	Potential grade issues may require switching back for ADA access	\$78,000			N/A	A	C	C	A	A	B	No		
RP-309	Bicycle	New Class I Connection from Richmond Pkwy to Shamrock Drive	Shamrock Dr-Richmond Pkwy	Shared Use Path (Class I)	Provide pathway from residential neighborhood to Richmond Parkway		City of Richmond, Unincorporated County, private property	Potential grade issues may require switching back for ADA access	\$234,000			N/A	A	C	C	A	A	B	No		
RP-310	Bicycle	New Class I Connection from Blume Drive/ Transit Center to Sierra Ridge Avenue	Blume Drive/Transit Center-Sierra Ridge Avenue	Shared Use Path (Class I)	Provide pathway from residential neighborhood to Richmond Parkway		City of Richmond, private property		\$374,400			N/A	A	C	C	B	A	B	No		
RP-311	Bicycle	Class I Connection from Park Central to Fitzgerald Dr	Park Central to Shopping Mall/ Fitzgerald Dr	Shared Use Path (Class I)	Provide pathway between residential neighborhood and Shopping Mall	Richmond Bicycle Master Plan	City of Richmond, Unincorporated County, private property	To connect peds & bikes from neighborhood to retail area	\$312,000			N/A	A	C	C	B	A	B	No		
RP-312	Pedestrian	Optional full street extension from Park Central to Fitzgerald Dr	Park Central to Shopping Mall/ Fitzgerald Dr	Full Street Extension	Build full street extension connecting to the back side of the shopping mall		City of Richmond, Unincorporated County, private property	To connect neighborhood to retail area, would improve transit, auto, bike & ped circulation	\$0			N/A	0	C	C	TBD	A	B	No		
RP-313	Pedestrian	New sidewalks along Park Central and along Hilltop Drive from Park Central and Interchange	Park Central/ Park Central St to Hilltop Drive/I-80	New Sidewalks	Install new sidewalks		City of Richmond	Current sidewalks are discontinuous and too narrow.	\$1,424,280	Richmond Pedestrian Plan suggests 6ft (only the pedestrian through zone) wide for residential sidewalks, and 8ft for arterial sidewalks		N/A	A	C	C	C	A	B	No		
RP-314	Bicycle	Park Central Class II bike lanes	Park Central Street-Hilltop Drive	Bike Lanes (Class II)	Install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$23,400			N/A	A	C	C	A	A	B	No		
RP-315	Bicycle	Blume Drive Class II bike lanes	Richmond Parkway-Hilltop Drive	Bike Lanes (Class II)	Lane narrowing, install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$83,200			N/A	A	C	C	A	A	B	No		
RP-316	Bicycle	Hilltop Drive Class II bike lanes	I80 interchange-San Pablo Avenue	Bike Lanes (Class II)	Lane narrowing, install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond		\$36,439			N/A	A	C	C	A	A	B	No		
RP-317	Pedestrian	Park & Ride lot pedestrian enhancements	Park & Ride lot at I80/Hilltop Drive Intersection	Transit Signal Priority/Bus Priority Treatment	Enhance lighting (especially along ped path); Improve pedestrian connections; provide secure, long-term bike parking		City of Richmond	Security is an issue here (there have been multiple break-ins)	\$13,000			N/A	A	C	C	A	A	B	No		
RP-318	Bicycle	Fitzgerald Drive Class II bike lanes	I-80 Interchange-Appian Way	Bike Lanes (Class II)	Install Class II bike lanes		Unincorporated County	Signed as a bike route wide enough for bike lanes	\$24,180			N/A	A	C	C	A	A	B	No		
Series 400 - El Cerrito Del Norte BART Station Area																					
Ongoing Projects																					

SERIES #	CATEGORY	DESCRIPTION	LIMITS (N-S or E-W)	STRATEGY TYPE	DETAILED RECOMMENDATIONS	ONGOING STUDY/ PROJECT	JURISDICTION/ LEAD AGENCY	NOTES	COST (\$)	COST NOTES	LOCAL COMMITMENT	TRANSIT RIDERSHIP (N/A-3)	SAFETY	DEVELOPMENT CATALYST	FUNDING COMMITMENT	CAPITAL COST - 3<=25M, 2<=25M to 1M, 1=>1M	OPERATING COST	OVERALL GRADE	MAJOR IMPLEMENTATION CONSTRAINTS?	LOCAL AGENCY PRIORITY?	RECOMMENDED PRIORITY
	Pedestrian/Bicycle	Ohlone Greenway Crossings: In-pavement Flashers	Ohlone Greenway	Crossing Enhancement	Install in-pavement flashers at multiple crossing locations																
Proposed Projects																					
DN-401	Pedestrian	Key Boulevard/MacDonald Avenue Intersection Reconfiguration	Key Boulevard/MacDonald Avenue	Intersection Reconfiguration	Tighten up bow-tie configuration by extending curbs and improving pedestrian crossings		City of Richmond		\$35,230			N/A	A	C	C	A	A	B	No		
DN-402	Pedestrian	Key Boulevard/ Conlon Avenue Intersection Reconfiguration	Key Boulevard/ Conlon Avenue/Ohlone Greenway entrance	Intersection Reconfiguration	Tighten up intersection with curb extensions and crossing enhancements, improve signage/wayfinding and access to Greenway		City of El Cerrito	Currently uncontrolled intersection	\$66,365			N/A	A	C	C	A	A	B	No		
DN-403	Pedestrian/Bicycle	Richmond Greenway-Ohlone Greenway mid-block crossing connection	San Pablo Avenue	Mid-block Crossing Enhancement	Install new mid-block crossing to connect Richmond and Ohlone Greenway	Richmond & El Cerrito Greenway connection project	City of Richmond/ City of El Cerrito		\$2,000,000	Request cost estimate from El Cerrito/Richmond		N/A	A	A	B	TBD	A	A	No		
DN-404	Pedestrian	Feasibility Study of El Cerrito Stairways	Various	New stairway			City of El Cerrito		\$0			N/A	A	A	B	TBD	A	A	No		
DN-405	Pedestrian	Elm Street/ Cutting Boulevard Intersection Reconfiguration & Crossing Enhancements	Elm Street/ Cutting Boulevard	Intersection Reconfiguration & Crossing Enhancements	Consider warrant for all-way stop; add crosswalks on all legs(if all-way stop is not warranted, will need to do traffic calming); tighten up intersection by making it a T-intersection and removing WB slip lane from Elm Street on to Cutting Blvd		City of El Cerrito		\$68,394			N/A	A	C	C	A	A	B	No		
DN-406	Pedestrian	Elm St/Hill St/Key Blvd Intersection Crossing Enhancements	Elm St/Hill St/Key Blvd	Intersection Crossing Enhancements	Add ped head/signal head on northwest side of intersection, mark crosswalk across Elm; Add bike box for NB bicyclists on Elm Street (good for left turn onto Key Blvd) Sidewalk access should be improved. Utility poles block sidewalk path + ADA access is limited at curbs (lack ramps); Along Elm Street are some utility pole obstructions that should be relocated		City of El Cerrito		\$29,374			N/A	A	C	C	A	A	B	No		
DN-407	Bicycle	Potrero Avenue Class II bike lanes	Ohlone Greenway-Carlson Blvd	Bike Lanes (Class II)	Install Class II bike lanes	Richmond Bicycle Master Plan	City of Richmond/ City of El Cerrito		\$27,142			N/A	A	A	C	A	A	A	No		
DN-408	Bicycle	Potrero Avenue Class III bike route/boulevard	Navellier Street-Ohlone Greenway	Bike Route/Boulevard (Class III)	Install Sharrows & signage	El Cerrito Bicycle Plan	City of El Cerrito		\$8,385			N/A	A	A	C	A	A	A	No		
DN-409	Pedestrian	I-80/Potrero Avenue Intersection Reconfiguration	I-80/Potrero Avenue	Intersection Reconfiguration	Close left-turn on to freeway from WB Potrero Avenue (redundant with previous LT on-ramp); add median under overpass; extend median tip at SB on-ramp to accommodate pedestrians, add curb extension and shelter at casual carpool site. Install crosswalk on the west leg of Eastshore Boulevard.	Ongoing interchange improvements	City of Richmond/ City of El Cerrito/ Caltrans	City of El Cerrito identifies Potrero Avenue as a Class III route, not Class II. Any proposed changes to the bikeway network would require additional study, and may be considered as part of a future El Cerrito Bike Plan update.	\$53,950			N/A	A	A	C	A	A	A	Yes		
DN-410	Pedestrian	Potrero Avenue/ San Pablo Avenue Intersection Crossing Enhancements	Potrero Avenue/ San Pablo Avenue, Rapid bus stop	Intersection Crossing Enhancements	Add high visibility crosswalk on north leg of intersection; make crossing to pedestrian islands raised and more visible; install "yield to peds" signs; relocate NextBus signs to be more visible within shelter	SPA Streetscape Improvement project	City of Richmond/ City of El Cerrito		\$17,420			N/A	A	A	C	A	A	A	No		
DN-411	Pedestrian	Potrero Avenue/ Kearny Avenue/ Ohlone Greenway Intersection Crossing Enhancements	Potrero Avenue/ Kearny Avenue/ Ohlone Greenway	Intersection Crossing Enhancements	Ladder crosswalk across Potrero Avenue at Kearny, standard crosswalks across Kearny (side-stop controlled); at Greenway crossing add vertical deflectors in the Potrero Ave median for pedestrians		City of El Cerrito	In-pavement flashers are being installed at Potrero Ave Greenway crossing, and at six other Greenway crossing locations	\$3,068			N/A	A	A	C	A	A	A	No		
DN-412	Pedestrian	San Pablo Avenue/Tehama Avenue/ Schmidt Avenue Intersection Crossing Enhancements	San Pablo Avenue/Tehama Avenue/ Schmidt Avenue	Intersection Crossing Enhancements	Investigate NB bus stop relocation to north side of intersection; install Leading Pedestrian Interval across San Pablo Avenue; add bulb-out on NE corner to provide space for ADA ramp in the correct location		City of Richmond/ City of El Cerrito/ AC Transit		\$39,000			N/A	A	A	C	A	A	A	No		
DN-413	Pedestrian	San Pablo Avenue/Moeser Ln Intersection Crossing Enhancements	San Pablo Avenue/Moeser Ln	Intersection Crossing Enhancements	Install ADA accessible curbs; revisit moving SB Rapid bus stop; ; if possible, mark crosswalk on south leg across San Pablo Avenue; opportunity to move bus shelter out of the pedestrian ROW (would require easement across private parking lot; install Leading Pedestrian Interval	SPA Streetscape Improvement project	City of Richmond/ City of El Cerrito/ AC Transit		\$59,865			N/A	A	A	C	A	A	A	No		
DN-414	Pedestrian	Ohlone Greenway/Moeser Lane Intersection Crossing Enhancements	Ohlone Greenway/Moeser Lane	Intersection Crossing Enhancements	Install bulb-outs at crossing		City of El Cerrito		\$65,000			N/A	A	C	B	A	A	B	No		
DN-415	Pedestrian	Richmond St/Moeser Lane Intersection Crossing Enhancements	Richmond St/Moeser Lane	Intersection Crossing Enhancements	Relocate median noses away from crosswalk ROW; relocate push buttons adjacent to curb ramps; provide pedestrian recall during the peak hour; install Leading Pedestrian Interval; install Type D loop detection for bicyclists on east and west legs;		City of El Cerrito	Richmond Street has an AC Transit line; provides opportunity for bike blvd style signage (for wayfinding overall)	\$8,060			N/A	A	C	C	A	A	B	No		
DN-416	Pedestrian	Richmond St/Portola Dr Intersection Crossing Enhancements	Richmond St/Portola Dr	Intersection Crossing Enhancements	Enhance north and south legs with ladder striping		City of El Cerrito		\$2,830			N/A	A	C	C	A	A	B	No		
	Pedestrian	San Pablo Mid-Block Crossing Study	San Pablo Avenue			Second phase of the SPA Improvement Project															
Series 500 - El Cerrito Plaza Station																					
ECP-501	Pedestrian	Central Avenue/ Rydin Road Intersection Traffic Control & crossing enhancements	Central Avenue/ Rydin Road	Intersection Traffic Control Crossing enhancements	Signalize intersection, include ped/bike actuation for connections to Bay Trail, pedestrian refuges, improve access to Bay Trail on NE side of Rydin Road	Central Avenue Interchange Improvement project	City of Richmond, EBRPD	Key Bay Trail access				N/A	A	C	B	TBD	A	B	No		
ECP-502	Pedestrian/Bicycle	Central Avenue Class I Shared Use Path to NB Bay Trail along hillside	I-580/Central Avenue Overpass-Rydin Road	Shared Use Path (Class I)	Opportunity to provide a direct Class I connection to NB Bay Trail along hillside		City of Richmond/ Caltrans/ EBRPD	Potential grade issues	\$168,000			N/A	A	C	C	A	A	B	No		
ECP-503	Pedestrian	Widen sidewalk on I-580/ Central Avenue overpass	I-580/ Central Avenue Overpass	New sidewalks	Widen sidewalk	Central Avenue Interchange Improvement project	City of Richmond/ Caltrans	Physical separation for peds and bikes; Widen sidewalk (sidewalk is very high); Future signals at ramp				N/A	A	C	B	TBD	A	B	Yes		
ECP-504	Bicycle	Class II bike lanes on I-580/ Central Avenue overpass	I-580/ Central Avenue Overpass	Class II bike lanes	Formalize shoulder into Class II bike lanes adjacent to sidewalk (ideally physically separated from auto traffic), add signage and bike stencils		City of Richmond/ Caltrans		\$21,600			N/A	A	C	B	A	A	B	No		

WCCTAC TRANSPORTATION ENHANCEMENT PLAN - Pedestrian Bicycle Strategies

SERIES #	CATEGORY	DESCRIPTION	LIMITS (N-S or E-W)	STRATEGY TYPE	DETAILED RECOMMENDATIONS	ONGOING STUDY/ PROJECT	JURISDICTION/ LEAD AGENCY	NOTES	COST (\$)	COST NOTES	LOCAL COMMITMENT	TRANSIT RIDERSHIP (N/A-3)	SAFETY	DEVELOPMENT CATALYST	FUNDING COMMITMENT	CAPITAL COST - 3<=25M, 2<=25M to 1M, 1=>1M	OPERATING COST	OVERALL GRADE	MAJOR IMPLEMENTATION CONSTRAINTS?	LOCAL AGENCY PRIORITY?	RECOMMENDED PRIORITY
ECP-505	Pedestrian	Central Avenue/ San Joaquin Street/ I-80 WB off-ramp Intersection Crossing Enhancements	Central Avenue/ San Joaquin Street/ I-80 WB off-ramp	Intersection Crossing Enhancements	Tighten roadway approach; Curb extension with adjacent driveway to the west; Pull back median tips to provide through-way for bikes and peds; Need ADA accessible ramps and push buttons		City of Richmond	Future signals at ramps	\$7,447			N/A	A	C	B	A	A	B	Yes		
ECP-506	Bicycle	Class I Shared Use Path along south side of underpass along Central Avenue	San Luis Street-San Joaquin St	Shared Use Path (Class I)	Clear out south side of underpass to provide Class I path/promenade along Central Avenue, similar to Pierce St interchange in Emeryville; lighting		City of Richmond/ Caltrans		\$90,000			N/A	A	C	B	A	A	B	Yes		
ECP-507	Pedestrian	Central Avenue/ Pierce Street/ I-80 EB off-ramp I Intersection Crossing Enhancements	Central Avenue/ Pierce Street/ I-80 EB off-ramp I	Intersection Crossing Enhancements	Crosswalk enhancements on all legs; install countdown signals; install ADA accessible curbs and push buttons		City of Richmond/ City of El Cerrito	Grade & sightline issues; ADA access issues; Future signals at ramps;	\$9,580			N/A	A	C	B	A	A	B	Yes		
ECP-508	Pedestrian	Central Avenue/ Belmont Avenue Intersection Traffic Control: HAWK signal	Central Avenue/ Belmont Avenue	Intersection Traffic Control	Install HAWK signal and pedestrian crossing		City of El Cerrito	Currently unsignalized; HAWK not yet approved in CA	\$121,162			N/A	A	C	C	A	A	B	Yes		
ECP-509	Bicycle	Class I Connection from Central Avenue to Santa Clara Street via Central Park	Central Park	Shared Use Path (Class I)	Provide pathway connection through Central Park		City of Richmond/ City of El Cerrito		\$84,000			N/A	A	C	C	A	A	B	No		
ECP-510	Bicycle	Huntington Avenue/ Stockton Avenue Class III bike route	Pomona Avenue-Carlson Boulevard	Bike Route/Boulevard (Class III)	Signage and Sharrows	El Cerrito Bicycle Plan	City of Richmond/ City of El Cerrito		\$8,700			N/A	A	C	C	A	A	B	No		
ECP-511	Bicycle	Fresno Avenue/ Eureka Avenue/ Santa Clara Street Class III bike route	Fresno Avenue-El Dorado Street, Liberty Street-San Luis Street	Bike Route/Boulevard (Class III)	Signage and Sharrows	El Cerrito Bicycle Plan Richmond Bicycle Master Plan	City of Richmond/ City of El Cerrito		\$12,450			N/A	A	C	C	A	A	B	No		
ECP-512	Bicycle	San Luis Street/ San Diego Street/ Santa Clara Street,/ Lassen Street Class III bike route	Central Avenue-Lassen Street, Ohlone Greenway-San Luis St	Bike Route/Boulevard (Class III)	Signage and Sharrows	El Cerrito Bicycle Plan	City of El Cerrito		\$13,500			N/A	A	C	C	A	A	B	No		
	Pedestrian/ Bicycle	Bay Trail Connection along Cerrito Creek alignment	Cerrito Creek	Class I Pathway	Class I pathway	Richmond Bike Plan, Albany Bike Plan, El Cerrito Bike Plan	City of El Cerrito, Richmond & Albany														
Series 600 - Hercules Transit Center & Intermodal Center																					
H-601	Pedestrian	Willow Avenue Roadway Widening	I-80 Interchange-Palm Avenue	New Sidewalks, Bike Lanes (Class II)	New sidewalks and bike lanes	Willow Avenue Roadway Widening project; Request copy of project report & CIP	City of Hercules	Partially funded by Redevelopment Agency	\$0	Request cost estimate from City of Hercules		N/A	A	A	B	TBD	A	A	No		
H-602	Pedestrian	Palm Avenue and Willow Avenue Sidewalk Improvements	Sycamore Avenue-Willow Avenue	New Sidewalks	Complete sidewalk gaps		City of Hercules		\$260,000			N/A	A	A	B	B	A	A	No		
H-603	Pedestrian	Sycamore Avenue Sidewalk Improvements	South corner of the San Pablo Avenue/ Sycamore Avenue intersection	New Sidewalks or Class I pathway	Install retaining wall and complete sidewalk connection or a Class I pathway that can accommodate bicyclists and pedestrians traveling from San Pablo Avenue to Sycamore Avenue		City of Hercules	Requires regrading hillside	\$131,040	Cost does not include retaining wall		N/A	A	A	C	A	A	A	No		
H-604	Pedestrian	San Pablo Avenue/Sycamore Avenue Intersection Crossing Enhancements	San Pablo Avenue/ Sycamore Avenue intersection	Intersection Crossing Enhancements	Tech Transfer pedestrian study recommendations; consider Leading Pedestrian Interval	Request copy of Tech Transfer report	City of Hercules	Pedestrian safety issues and congestion delays buses	\$0	Request cost estimate from City of Hercules		N/A	A	A	C	TBD	A	B	No		
H-605	Pedestrian	Transit Center ADA Access Improvements	Perimeter of Transit Center	ADA Access Improvements	Provide ADA accessible sidewalks and curbs at every entrance to the Transit Center		City of Hercules	The south entrance is the only current ADA accessible entrance; no ped crossing at the south west corner; no curb cut on the west side	\$26,000			N/A	A	A	C	A	A	A	No		
H-606	Pedestrian/ Bicycle	San Pablo Avenue Class I Boardwalk	Sycamore Avenue-John Muir Pkwy	Shared Use Path (Class I)	Class I pathway		City of Hercules		\$296,400			N/A	A	A	B	B	A	A	No		
H-607	Pedestrian/ Bicycle	Class I pathway connection between City Hall, residential neighborhoods and Town Center	Palm Avenue-Civic Dr	Shared Use Path (Class I)	Provide an above grade ped/bike crossing to connect City Hall to Town Center, and install a pathway along the south side of the railroad tracks to provide a connection to Silver Maple Drive/ Sycamore Avenue		City of Hercules		\$967,200			N/A	A	A	C	B	A	B	No		
H-608	Bicycle	Foxboro Park Pathway connection	John Muir Pkwy-Newbury St	Shared Use Path (Class I)	Pathway connection from Foxboro Park/ residential neighborhood to Willow Avenue		City of Hercules	Potential grade/ ADA issues	\$390,000			N/A	C	C	D	B	A	C	No		
H-609	Bicycle	New Class I Shared Use Path Connector from west end of John Muir Pkwy to Bayfront Boulevard	West end of John Muir Pkwy- Bayfront Boulevard	Shared Use Path (Class I)	Pathway connection to waterfront		City of Hercules		\$1,216,800			N/A	A	A	B	C	A	B	No		
H-610	Bicycle	Willow Avenue Class II bike lane	Cambridge - Palm Avenue	Bike Lane (Class II)	Install Class II bike lane		City of Hercules	Existing northbound bike lane from Mariner's Point	\$80,080			N/A	A	A	C	A	A	A	No		
Series 700 - Contra Costa College Transit Hub																					
CCC-701	Pedestrian/ Bicycle	Rumrill Boulevard Streetscape Improvements & bike lanes	Brookside Dr-Market Dr	Streetscape Project Class II bike lanes	Install Class II bike lanes; consider streetscape improvements	San Pablo General Plan	City of San Pablo		\$41,600			N/A	A	C	C	A	A	B	No		
CCC-702	Pedestrian	Rumrill Boulevard Streetscape Project	Market Dr-Costa Avenue	Streetscape Project	Streetscape improvements		City of San Pablo		\$0	Request cost estimate from San Pablo		N/A	A	C	C	TBD	A	B	No		
CCC-703	Pedestrian	El Portal Drive Streetscape Project	Church Ln-I80 Interchange	Streetscape Project	Streetscape improvements	El Portal Drive Streetscape Project; Dowling Association recently completed a traffic study on Road 20	City of San Pablo		\$0	Request cost estimate from San Pablo		N/A	A	C	B	TBD	A	B	No		
CCC-704	Pedestrian	San Pablo Avenue and Robert Miller Drive Sidewalk Installation	River Street-Stanton Avenue; San Pablo Avenue-Hilltop Drive	New Sidewalks	Install sidewalks		City of San Pablo & City of Richmond	Sidewalks missing on San Pablo Avenue; would need retaining wall (between Rivers street and Robert Miller Dr); sidewalks are also missing on Robert Miller Drive	\$695,604	Need to determine the cost of retaining wall on SPA (between Rivers street and Robert Miller Dr)		N/A	A	C	D	B	A	B	Yes		
CCC-705	Pedestrian	El Portal Drive New Sidewalk Installation	I-80 Underpass	New Sidewalks	Install sidewalk under overpass		City of City of Richmond/ Unincorporated County/ City of City of San Pablo/ Caltrans		\$53,690			N/A	A	C	D	A	A	B	Yes		

WCCTAC Wayfinding Signage Recommendations

A. Identity elements

1. The sign format should include space for local or city identity, in the form of:
 - a. an optional separate sign panel
 - b. dedicated space on the main panel
2. By default this will be a city identity; cities will be responsible for developing and implementing their own neighborhood identities if desired.
3. There is no mandate for creating a specific WCCTAC Transit Wayfinding identity, per se. However, there is value in ensuring that the various pieces of the signage program have elements in common and work together to create a unified look (*see item F*).

B. Wayfinding – destinations

1. The wayfinding system will support the following destinations:
 - a. transit centers
 - b. other local destinations, to be determined in consultation with stakeholders (final list is outside of scope; a sample destination list will be compiled from previously-completed interviews with stakeholders and contributions from Working Group city representatives).
2. Transit centers are the focus of the wayfinding program; this message will be emphasized in the sign format using one or more of these techniques:
 - a. first in sequence (top of list)
 - b. prominent symbol
 - c. color background
 - d. bold type

C. Wayfinding – symbols

1. The wayfinding system will support symbols for some (but not all) destination messages:
 - a. transit centers – transit agency logos (limited to two per destination; this may require prioritization in some cases)
 - b. local destinations with well-understood functions and clear, established standard symbols (example: hospital; possibly: playground)

- c. local destinations with well-known, distinctive logos (example: Bay Trail)
 - d. destination messages with proper names and no established symbol would not use symbols (example: Richmond City Hall)
 - 2. Due to space constraints, legibility or other factors, symbol use may be limited in some sign types; in this case, transit center symbol use would be prioritized.
 - 3. This program will not develop new symbols for functions or entities that currently lack symbols or logos.

- D. Wayfinding – distance information
 - 1. The wayfinding system will support distance-to-destination information, insofar as possible within space and size constraints.
 - 2. Distances will be shown in units of 1/10 mile, using decimal notation.
 - 3. Distance information will be provided on both pedestrian and bicycle signs.
 - 4. Collecting distance data is outside the scope of this project; it would necessarily be performed at the stage of final sign placement.

- E. Wayfinding – maps
 - 1. Transit Information Display (TID) maps in conformance with the MTC standard will be provided at all transit centers.
 - a. BART & MTC are in the process of developing these for certain transit centers
 - b. new maps will need to be developed for other transit centers (map development is beyond the scope of this project)
 - 2. Similar maps may be provided at other locations (TBD):
 - a. in the immediate vicinity of transit centers (on pedestrian routes)
 - b. in public places, such as city centers and shopping districts
 - c. at RAPID bus stops
 - 3. The consensus of the Working Group was that maps should not be incorporated into pedestrian wayfinding signs (this was shown in Exploration B, Version 9); further development and visual exploration would be needed to demonstrate the functionality of this type of integrated map.

- F. Conformity with existing signs vs. consistency within program
 - 1. Due to the large geographic area, the number of communities represented, and the many different sign types included, it is impractical

and not necessarily desirable to maintain strict conformity with all existing local and regional sign programs.

- a. The recommended approach is to maintain some degree of conformity with specific sign types that are widely used and that are acknowledged effective:
 - i. bicycle route wayfinding signs (Oakland adaptation of MUTCD standard)
 - ii. bicycle boulevard wayfinding signs (Berkeley, Emeryville)
[NOTE: it is not yet established that there is a requirement for this sign type in the project area]
 - iii. Ohlone Greenway / Trail signs (El Cerrito example)
 - b. The rationale for “some degree of conformity” as opposed to “complete conformity” is to enable some details to be manipulated in order to achieve a certain degree of consistency among all sign types in this program (which would otherwise not be possible) — see item 2 below.
 - c. Conforming elements might include:
 - i. message type (e.g. destination, information, orientation)
 - ii. nomenclature
 - iii. abbreviations
 - iv. units
 - v. general layout
 - vi. sign size, shape and materials
2. It is desirable to create a consistent appearance for all signs in the program, inasmuch as possible given the requirement for conformity described above. It is particularly important to ensure that signs serving similar functions maintain a high degree of consistency in appearance.
- a. Elements that might be manipulated in order to create a consistent “look and feel” throughout the program include:
 - i. typefaces
 - ii. arrow design
 - iii. color
 - iv. symbol style
 - v. city identity
 - vi. decorative elements
 - b. Some sign types in this program have no direct analog in the region (no obvious prototype to conform to):
 - i. pedestrian wayfinding
 - ii. vehicular wayfinding (mode shift)

- c. The design of these sign types can be optimized for function
 - i. no conformity requirement
 - ii. consistent with other signs in program
- 3. In summary, it is likely that some aspects of certain signs will conform to existing standards, and other aspects will be consistent across all signs in the program. The exact disposition of these elements needs to be determined.

G. Additional sign types – Vehicular

- 1. Vehicular information should be considered in the program for the purpose of encouraging transit mode shift. Vehicular signage, specifically, is not considered part of the wayfinding program.
- 2. One approach mentioned was to scale the pedestrian wayfinding signage on important arterials (e.g. San Pablo Avenue) so that it was also readable for vehicular users (example: El Cerrito signage program). This would result in a significantly larger and more expensive sign unit, for which locations would be more difficult to find. Perhaps a more practical option would be to enlarge only the transit information, and not the local destinations, in order to keep the sign smaller and more affordable. The feasibility or desirability of this approach would need to be explored in the design phase.
- 3. Vehicular wayfinding signage to transit centers is generally provided by the transit agency, conforming to their standards.

H. Miscellaneous comments

- 1. The use of abbreviations in sign messages should be avoided, unless widely accepted (e.g. “ST”, “AVE”).
- 2. Signs may be single-sided or double-sided, depending on function and physical factors such as mounting requirements.
- 3. These recommendations cover wayfinding approach and principles; details will be determined later in the design process.