



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, June 10, 2021 • 9:00 AM – 11:00 AM

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1-BoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives, **there will be no physical location for the TAC Meeting.** TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely.**

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Tamara Miller, Denee Evans, Alan Panganiban, Rob Thompson, Nathan Landau, Jamar Stamps, and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment

Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to creilly@wcctac.org

Comments may also be submitted via e-mail to creilly@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

1. **CALL TO ORDER and MEMBER ROLL CALL**

Estimated Time: 9:00 AM, (5 minutes)*

2. **PUBLIC COMMENT**

Estimated Time: 9:05 AM, (5 minutes)*

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**

Estimated Time: 9:10 AM, (5 minutes)*

A. **Minutes from May 13, 2021**

Recommendation: Approve as presented

Attachment: Yes

4. **REGULAR AGENDA ITEMS**

A. **San Pablo Ave. Multimodal Corridor Project - Phase 2**

Description: Based on input provided by the TAC previously, the consultant team has developed three cross-sections of potential options for each segment of the roadway. The consultant will present preliminary analysis of the cross-sections with the intent of reducing to one to two cross-sections prior to the next stage of analysis.

*Recommendation: **Review Attachments Prior To The Meeting**, provide comments and recommendations on cross sections to continue into the next stage of analysis.*

Attachment: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff

Estimated Time: 9:15 AM, (90 minutes)*

B. **Summer Bike Challenge**

Description: Summer Bike Challenge is a 511 Contra Costa program that encourages families to bike to landmarks around their communities for fun and raffle prizes. Staff will provide an overview of the program and will seek the support of the TAC to promote it. More information can be found at 511cc.org/SBC

Recommendation: Information only.

Attachment: No

Presenter/Lead Staff: Coire Reilly, WCCTAC Staff.

Estimated Time:* **10:45 AM**, (5 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: None.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:50 am** (5 minutes)

B. Staff and TAC Member Announcements

Description: TAC members or WCCTAC staff can make general comments or announcements

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC Staff and TAC Members

Estimated Time:* **10:55 am** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, July 8, 2021. (The next regular meeting of the WCCTAC Board is Friday, June 25, 2021.)

Estimated Time:* **11:00 am**

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCC-TAC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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El Cerrito
Hercules
Pinole
Richmond
San Pablo
Contra Costa County
AC Transit
BART
WestCAT

WCCTAC TAC Meeting Action Minutes

MEETING DATE: May 13, 2021

MEMBERS PRESENT: Jamar Stamps, Contra Costa County; Yvetteh Ortiz, El Cerrito; Mike Roberts, Hercules; Celestine Do, BART; Denee Evans and Lori Reese-Brown, Richmond; Allan Panganiban, San Pablo; Nathan Landau, AC Transit.

GUESTS: Bill Pinkham, CBPAC West County Representative; Patrick Phelan, Richmond; Bruce Beyaert, TRAC; Brie Jones, Contra Costa County; Dave Campbell, Bike East Bay; Luz Gomez, San Pablo.

STAFF PRESENT: John Nemeth, Coire Reilly, Joanna Pallock, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Call to Order	The meeting was called to order at 9:03 a.m.
2.	Public Comment	Celestine Do announced she was going on maternity leave but would have a temporary replacement. Denee Evans shared that the City of Richmond received a \$1 million grant for electric vehicle charging.
	Consent Calendar: a. Action Minutes from April 8, 2021– Approve as presented.	Stamps moved, Do seconded, and the motion to approve the Consent Calendar was approved with Reese-Brown and Ortiz abstaining.
Regular Agenda Items		
4A.	STMP Cycle 1 Call for Projects – TAC Recommendation.	John Nemeth reviewed the seven applications submitted and the initial ranking results prepared by WCCTAC staff.

		Stamps moved, Evans seconded, and the TAC agreed to recommend the following to the WCCTAC Board: 1) Fully fund all the projects except the City of San Pablo's San Pablo Avenue Bridge Replacement and Roadway Realignment project, and 2) Fund the design portion (\$668K) of the San Pablo project.
4B.	STMP Miscellaneous Administrative Topics	Leah Greenblat reviewed various STMP Administrative issues and requested that TAC members meet with their local staff to review STMP rules and procedures. TAC members supported the concept of WCCTAC hosting a future staff training and consideration of a checklist to assist with implementation.
4C.	Bike to Wherever Days	Coire Reilly noted that May was Bike to Wherever Month this year and Friday, May 21, 2021 will be Bike to Wherever Day. The date now aligns with the national Bike to Work Day. There will be no energizer stations this year but partnering libraries and bike shops will give out tote bags. There is also a digital goodie bag. There will be an incentive for bicyclists to commute on the Richmond-San Rafael Bridge path.
5A.	TCC Update	There was no update since there was no TCC meeting.
5B.	Staff and TAC Member Announcements	Patrick Phelan mentioned that Richmond's Pedestrian and Bicycle Advisory Committee has a new website. Allan Panganiban shared that the City of San Pablo's Wildcat Creek Trail just opened. Coire Reilly announced a promotion for three roundtrip trips on the Richmond-San Francisco Ferry.
6.	Adjournment	The meeting adjourned at 10:21 AM.

DRAFT



CONTRA COSTA
transportation
authority

San Pablo Avenue
Multimodal Corridor Study
Phase 2
Design Prototypes TAC Presentation



Kimley»Horn

Objectives

- Present segment prototypes
- Discuss considerations and trade-offs
 - Phasing
 - Parking
 - Managed Lanes
 - Right-turn Impacts
- Identify up to 2 alternatives to advance to simulation modeling

PROTOTYPE SELECTIONS

Segment	Selection	Selection	Selection
1. El Cerrito Fairmount Ave to Eureka Ave (81')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with raised buffers - Raised one-way Class IV cycle track on both sides - NB managed parking/auto lane 	<p>Alternative 1</p> <ul style="list-style-type: none"> - Side-running transit lane - Class IV protected bike lane on both sides - Removal of all on-street parking 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides
2. El Cerrito Schmidt Ln to Potrero Ave (83')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with raised buffers - Raised one-way Class IV cycle track on both sides - NB managed parking/auto lane 	<p>Alternative 1</p> <ul style="list-style-type: none"> - Side-running transit lane - Class IV protected bike lane on both sides 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides - No bicycle improvement
3. El Cerrito/ Richmond Wall Ave to I-80 (80')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with raised buffers - Class II buffered bike lane on both sides - Parking preserved in one direction 	<p>Alternative 1</p> <ul style="list-style-type: none"> - Side-running transit lane - Class IV protected bike lane on both sides - Removal of all on-street parking 	<p>Alternative 4:</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides - No bicycle improvement.
4. Richmond Solano Ave to Rheem Ave (76')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with raised buffers - Class II bike lane on both sides - Parking preserved in one direction 	<p>Alternative 1</p> <ul style="list-style-type: none"> - Side-running transit lane - Class IV protected bike lane on both sides - Removal of all on-street parking 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides - No bicycle improvement
5. San Pablo Vale Rd to Road 20 (70')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with mostly raised buffer - Buffered Class II bike lane on both sides 	<p>Alternative 3</p> <ul style="list-style-type: none"> - In-lane stops only, no transit lane - Maintain two auto lanes - Buffered Class II bike lane on both sides 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Class II buffered bike lane on both sides
6. San Pablo Lovegrove St to Rumrill Blvd (83')	<p>Alternative 3</p> <ul style="list-style-type: none"> - Maintain two auto lanes - Class II buffered bike lane on both sides - Transit lane in one direction and in-line stops in the other direction - Removal of all on-street parking 	<p>Alternative 1</p> <ul style="list-style-type: none"> - Side-running transit lane - Class IV protected bike lane on both sides - Removal of all on-street parking 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides - Shared-Use Path treatment on both sides
7. San Pablo/ Richmond Lake St to Rivers St (86')	<p>Alternative 2</p> <ul style="list-style-type: none"> - Center-running transit lane with raised buffers - Class II buffered bike lane on both sides - Parking preserved in one direction 	<p>Alternative 3</p> <ul style="list-style-type: none"> - In-lane stops only, no transit lane. Maintain two auto lanes - Class IV protected bike lane on both sides - Removal of all on-street parking 	<p>Alternative 4</p> <ul style="list-style-type: none"> - Side-running transit lane - Parallel parking preserved on both sides - NB Class II bike lane and SB Class IV bike lane

Bicycle Facilities



Raised Class IV Bike Lane



Class IV Protected Bike Lane



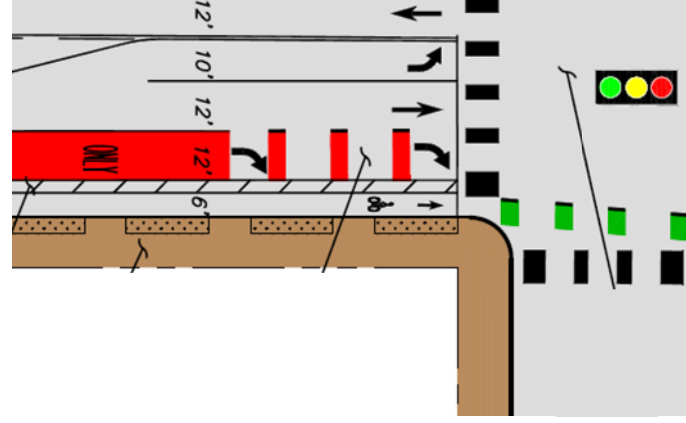
Shared-Use Path

Design Challenges:

- Variation in landscape and sidewalk widths
- Conflict points at intersections
- Where allowed, widen sidewalk and improve landscape strip
- Relationship to parking

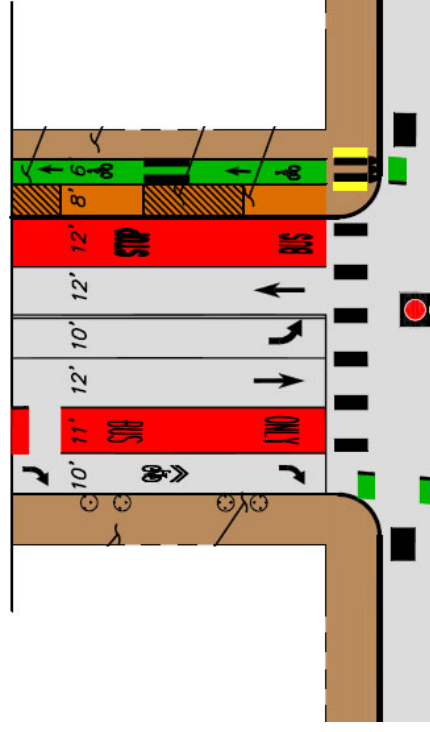
Design Considerations

Multimodal Interaction for Right-Turns



Mixing zone for right-turning autos and buses at intersections. Results in buses being potentially delayed by autos

VS.



Weave movements between right-turning autos and buses prior to an intersection and shared right-turn/bike facility that degrades bicycle facility comfort

Design Considerations

Shared Bus/Bike Treatment Option

- Has been implemented in numerous locations around the country, with mixed feedback
 - Recent Examples: Wilshire, Figueroa, Sunset in L.A., several corridors in DC and Boston area
- NACTO recommends using narrow lanes (10'/11') to avoid confusion about ability to pass
- May be more challenging in this corridor due to Rapid/BRT service model
 - Rapid/BRT service has limited stops, allowing bus to travel longer distances between stops, resulting in increased need to overtake bikes
- Can be considered for any prototype currently shown as a bus-only configuration
 - Modifications would be needed at stops



Design Considerations

Transit Station Treatments

Side-Running Transit Lane

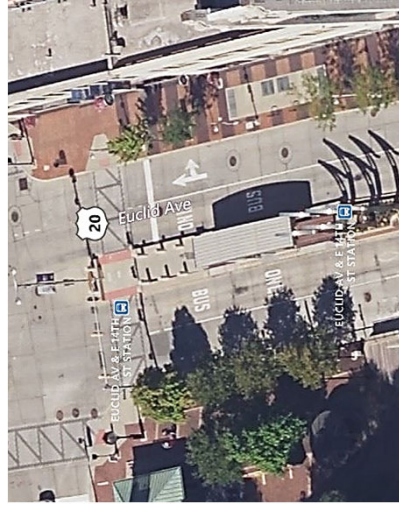


Bus island with bike lane



Bus bulb with parallel parking (no bike facility)

Center-Running Transit Lane



Dual-sided Center platform with left-hand boarding



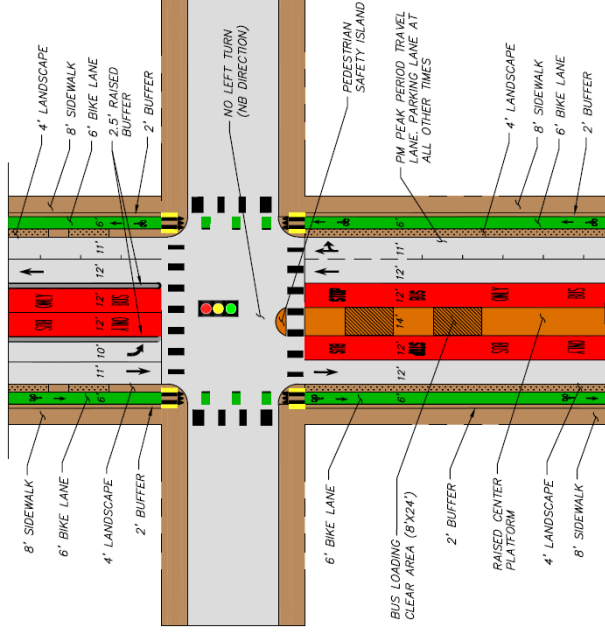
Directional center platform with right-hand boarding

Prototype Notes

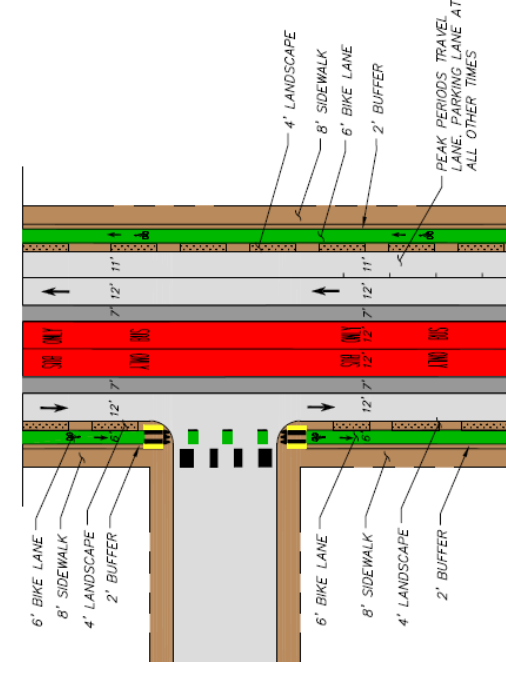
- Maintain existing bike facilities regardless of alternative priorities
- Need further consideration for unsignalized pedestrian crossings. In center-running bus scenario would likely require new PHBs and/or full signals. In side-running bus scenario, less need for new full signals but may require new PHBs or RRFBs
- Many prototypes require reconfiguration of existing median and median landscaping
- Left-turn or U-turn restrictions at intersections noted
- Short intersection spacing means that typical mid-block configuration may not be very prevalent

Configuration Prototype

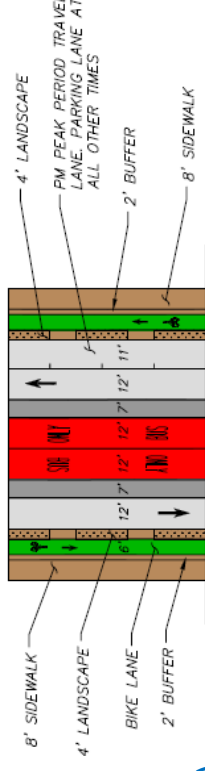
SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
CENTER-RUNNING TRANSIT LANE WITH MANAGED PARKING LANE



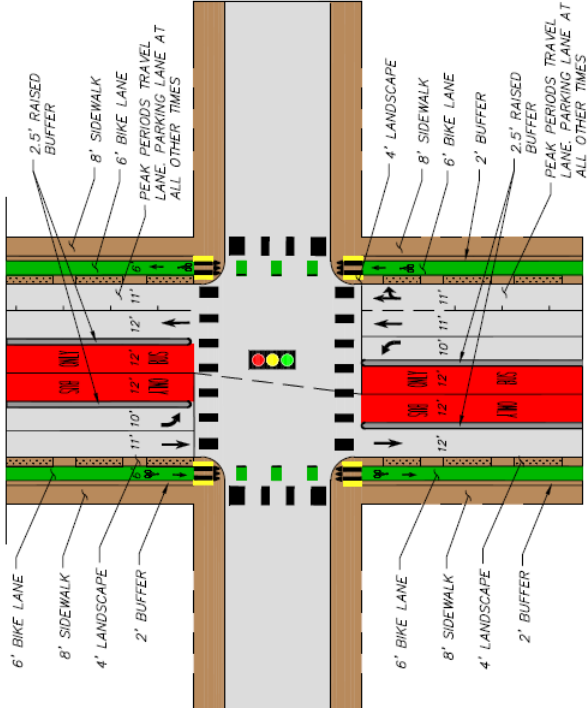
Scenario B – Signalized Intersection with Station



Scenario C – Unsignalized Intersection without Station



Scenario A – Mid-Block



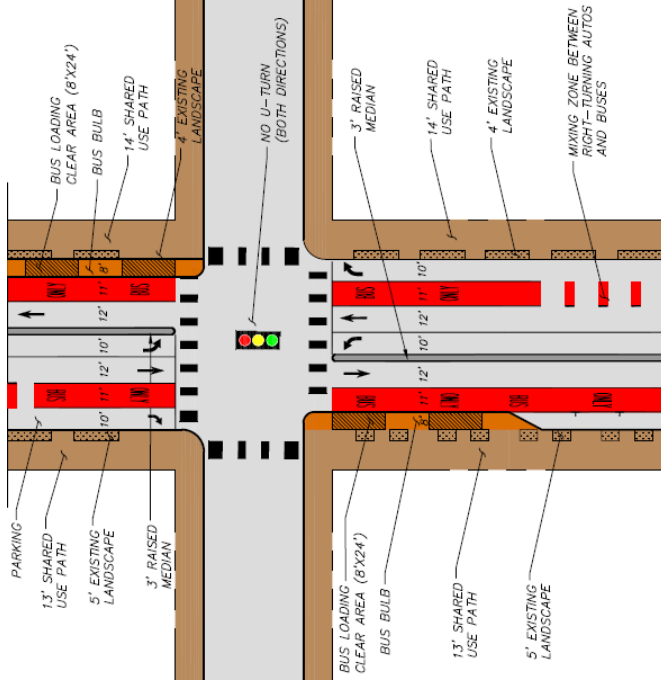
Scenario D – Signalized Intersection without Station

Configuration Prototype

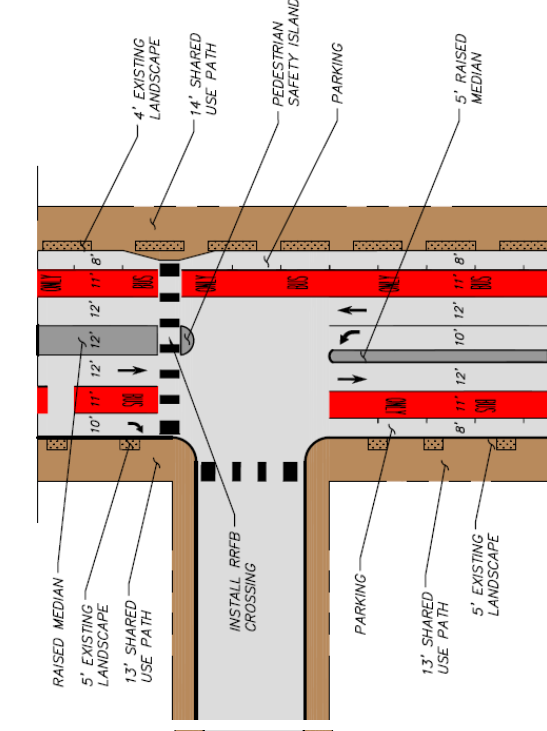
SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
SIDE-RUNNING TRANSIT LANE WITH PARKING



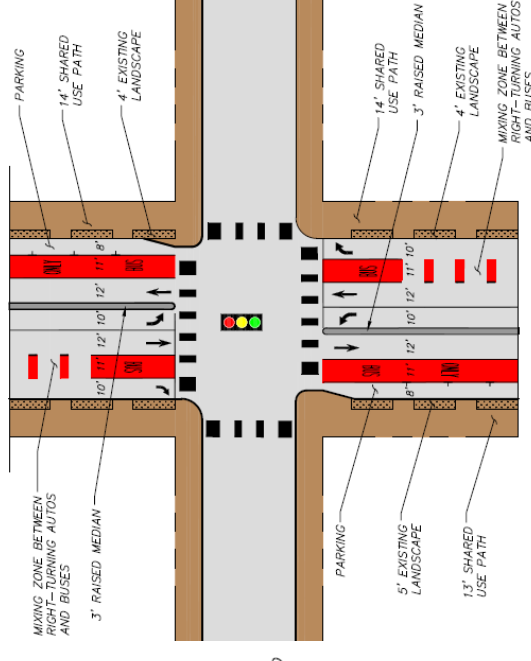
Scenario A – Mid-Block



Scenario B – Signalized Intersection with Station



Scenario C – Unsignalized Intersection without Station



Scenario D – Signalized Intersection without Station

KEY CHARACTERISTICS

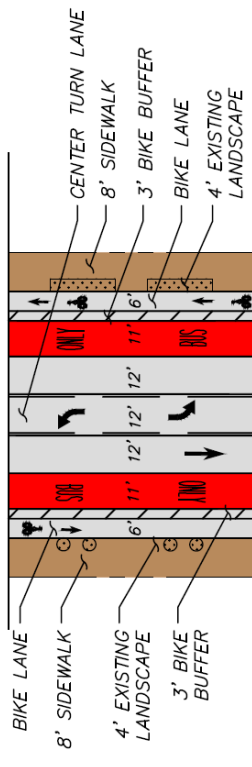
Segment 1 – City of El Cerrito

Prototype	Left Turn Capability	U-Turn Capability	Modal Interaction	Station Options
<p>Blue Center-running Transit Lane With Managed Parking Lane</p>	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only	Maintain U-turn where left-turn is allowed	<p>Managed NB lane</p> <ul style="list-style-type: none"> - Auto lane during PM peak - Parking all other time periods 	Double-sided center island (left-hand) or split island (left-hand or right-hand)
<p>Green Side-running Transit Lane With Bike Lanes</p>	Maintain left-turn pockets at all intersections	No U-turn at signalized intersections with station	Mixing zone for right-turning autos and buses at intersections	Far-side bus island with raised bike lane behind
<p>Red Side-running Transit Lane With Parking</p>	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus bulb

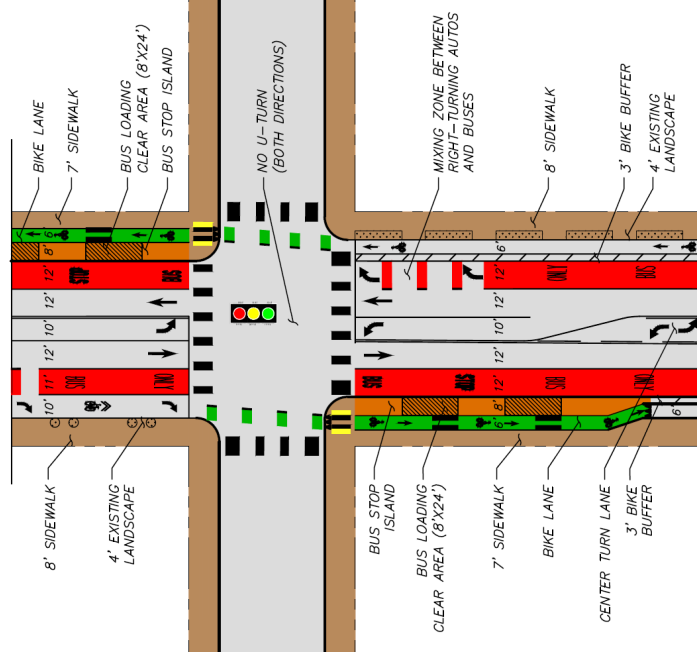
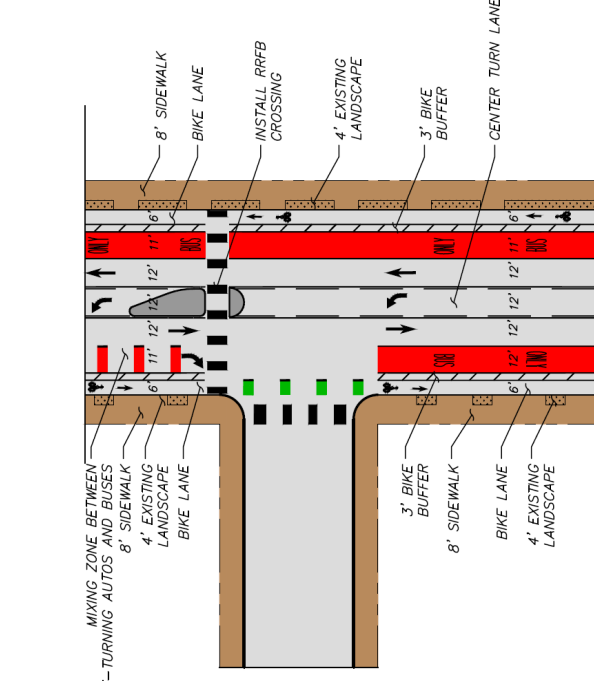
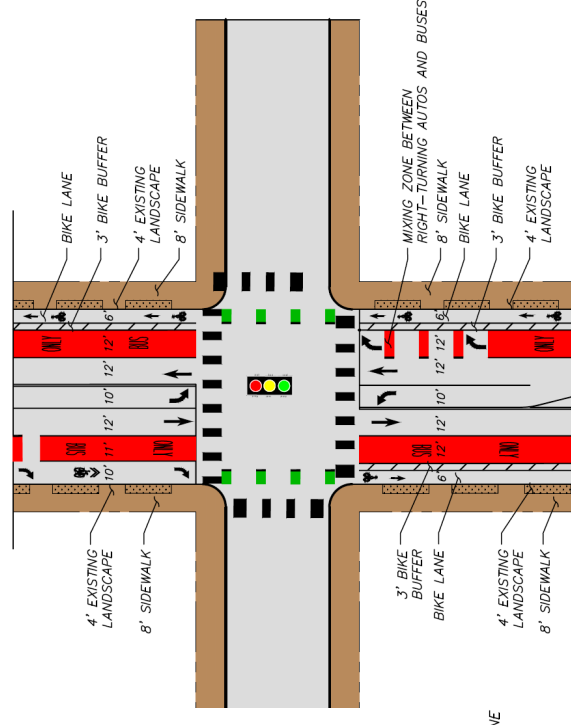
Configuration Prototype

SEGMENT 4 - RICHMOND - SOLANO AVE TO RHEEM AVE (76')

SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



Scenario A – Mid-Block



Scenario B – Signalized Intersection with Station

Scenario C – Unsignalized Intersection without Station

Scenario D – Signalized Intersection without Station

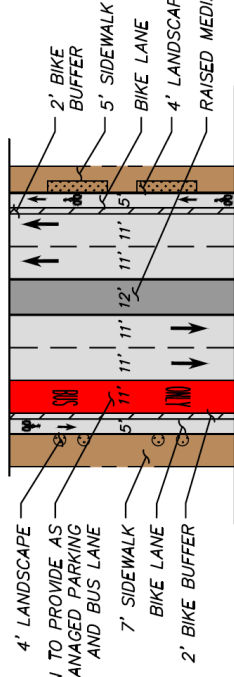
KEY CHARACTERISTICS

Segment 4 - Richmond

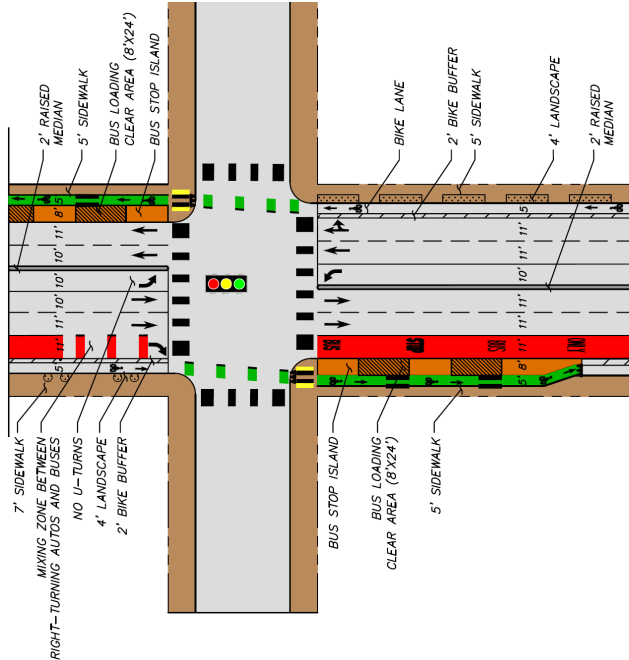
Prototype	Left Turn Capability	U-Turn Capability	Modal Interaction	Station Options
<p>Blue Center-running Transit Lane With Sb Parking Lane</p>	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only	Maintain U-turn where left-turn is allowed	-	Double-sided center island (left-hand) or split island (left-hand or right-hand)
<p>Green Side-running Transit Lane With Bike Lanes</p>	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
<p>Red Side-running Transit Lane With Parking</p>	Maintain center turn lane and left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus bulb

Configuration Prototype

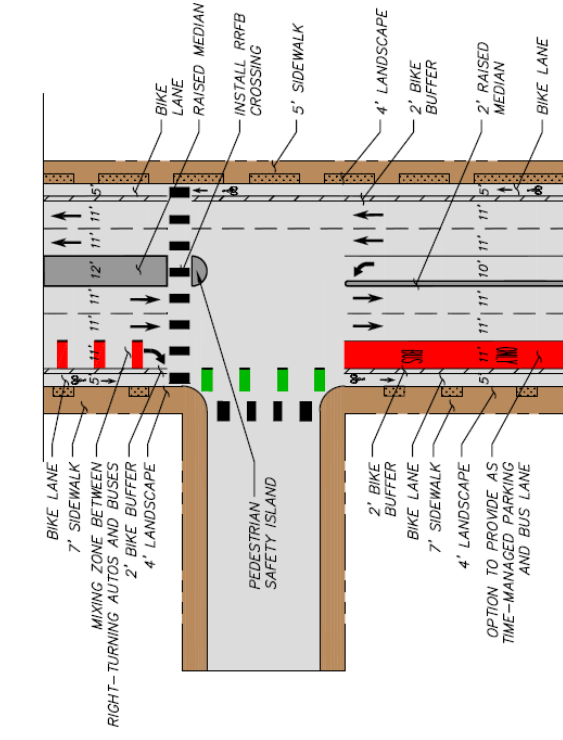
SEGMENT 6 - SAN PABLO - LOVEGROVE ST TO RUMRILL BLVD (83')
ONE-DIRECTION SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



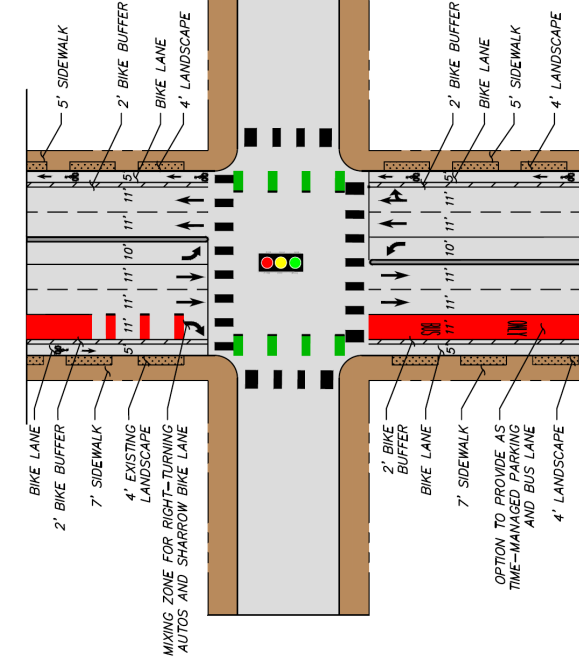
Scenario A – Mid-Block



Scenario B – Signalized Intersection with Station



Scenario C – Unsignalized Intersection without Station



Scenario D – Signalized Intersection without Station

KEY CHARACTERISTICS

Segment 6 – San Pablo

Prototype	Left Turn Capability	U-Turn Capability	Modal Interaction	Station Options
<p>Purple One-Direction Side-Running Transit Lane with Bike Lanes</p>	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed	Mixing zone for right-turning autos and buses at intersections	Far-side bus island with raised bike lane behind
<p>Green Side-running Transit Lane With Bike Lanes</p>	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
<p>Red Side-running Transit Lane With Parking</p>	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses at intersections	Far-side bus bulb

Parking Impact

Segment	Alternative	Existing On-Street Parking	Parking Location / % Parking Loss (Off Peak) [Peak]	Front land use characteristics (% of Segment Length)	Off-Street Parking Lot (Estimated Total # of Spaces) SB - NB
1. El Cerrito - Fairmount Ave to Eureka Ave	Blue Green Red	Both sides	One Side (50%) [100%] None (100%) [100%] Both Sides (0%) [0%]	Retail (50%) [55%] Parking Lot (30%) [25%] Housing (10%) [10%] Unused (10%) [10%]	4 Lots (117 Spaces) 3 Lots (75 Spaces)
2. El Cerrito - Schmidt Ln to Potrero Ave	Blue Green Red	Both sides	One Side (50%) [100%] One Side (65%) [65%] Both Sides (15%) [15%]	Retail (45%) [40%] Parking Lot (20%) [10%] Offices (5%) [15%] Housing (25%) [20%] Church (5%) [5%] School (0%) [10%]	7 Lots (244 Spaces) 4 Lots (10 Spaces)
3. El Cerrito/ Richmond - Wall Ave to I-80	Blue Green Red	Both sides	One Side (50%) [50%] None (100%) [100%] Both Sides (15%) [15%]	Retail (65%) [60%] Parking Lot (20%) [30%] Unused (15%) [10%]	13 Lots (674 Spaces) 9 Lots (408 Spaces)
4. Richmond - Solano Ave to Rheem Ave	Blue Green Red	Both sides	One Side (75%) [75%] None (100%) [100%] Both Sides (15%) [15%]	Retail (70%) [80%] Parking Lot (5%) [5%] Offices (5%) [0%] Housing (20%) [15%]	17 Lots (169 Spaces) 14 Lots (176 Spaces)
5. San Pablo - Vale Rd to Road 20	Blue Purple Red	None	N/A (No parking today)	Retail (45%) [10%] Parking Lot (10%) [5%] Offices (5%) [10%] Housing (30%) [70%] Church (0%) [5%] Unused (5%) [0%]	9 Lots (285 Spaces) 9 Lots (233 Spaces)
6. San Pablo - Lovegrove St to Rumrill Blvd	Purple Green Red	Both sides	None (100%) [100%] None (15%) [15%] Both Sides (0%) [0%]	Retail (65%) [95%] Parking Lot (5%) [0%] Unused (30%) [5%]	6 Lots (89 Spaces) 8 Lots (292 Spaces)
7. San Pablo/Richmond - Lake St to Rivers St	Blue Purple Red	Both sides	One Side (75%) [75%] None (100%) [100%] Both Sides (15%) [15%]	Retail (15%) [10%] Parking Lot (5%) [0%] Housing (85%) [90%]	2 Lots (26 Spaces) 1 Lot (5 Spaces)

Need for Exclusive Auto Right-Turn Lane Center-Running Bus

- Center-running bus scenario where choice is between continuing protected bicycle lane to intersection with a shared through/right-turn lane OR shared bicycle/right-turn lane
- Represents a scenario where there is not a managed lane (only one through lane)
- Results indicate that providing a shared bicycle/right-turn lane is critical at larger intersections to limit impacts to congestion

Intersection (City)	Central Ave (El Cerrito)		Hill Street (El Cerrito)		Solano Ave (Richmond)		San Pablo Dam (San Pablo)		Road 20 (San Pablo)	
	Shared Through-Right Lane	Exclusive Right-turn Lane	Shared Through-Right Lane	Exclusive Right-turn Lane	Shared Through-Right Lane	Exclusive Right-turn Lane	Shared Through-Right Lane	Exclusive Right-turn Lane	Shared Through-Right Lane	Exclusive Right-turn Lane
Northbound PM	208.7	150.8	472.1	410.5	35.0	19.4	N/A ¹	N/A ¹	176.8	137.9
Southbound AM	338.7	232.2	223.4	106.1	136.1	106.8	22.1	21.6	637.1	112.4

Notes:

Delays shown are average delays for through traffic, reported in seconds

Existing volumes, does not assume any vehicle diversion to parallel or alternate routes

¹San Pablo Dam widens in the Northbound Direction with a free right-turn lane today; thus, a right-turn lane is anticipated to be preserved

Need for Exclusive Auto Right-Turn Lane Side-Running Bus

- Side-running bus scenario where choice is between continuing protected bicycle lane to intersection with a shared bus/right-turn lane OR shared bicycle/right-turn lane
- Results indicate that at some (but not all) locations, a shared bicycle/right-turn lane is necessary to limit impacts on bus operations

		Delay from Shared Transit/Right-Turn Lane Delay (s)				
		Central Ave	Hill Street	Solano Ave	San Pablo Dam	Road 20
Northbound PM	23.8	1.7	2.7	N/A	0.3	
Southbound AM	81.9	461.1	112.6	0.0	136.4	

Notes:

Delays shown are average delays for both bus and right-turn movements, reported in seconds
Existing volumes, does not assume any vehicle diversion to parallel or alternate routes

¹San Pablo Dam widens in the Northbound Direction with a free right-turn lane today; thus, a right-turn lane is anticipated to be preserved

Managed Lane Considerations

Segment	Southbound		Northbound	
	AM (vph)	PM (vph)	AM (vph)	PM (vph)
Segment 1 - Fairmount Ave to Eureka Ave	1,004	628	311	872
Segment 2 - Schmidt Ln to Potrero Ave	825	506	397	837

Source: San Pablo Avenue Corridor Project – 2017 Existing Conditions Analysis

- Allows for maintaining parking along El Cerrito business corridor while adding additional capacity for auto traffic during needed peak period(s)
- Enforcement needed to ensure parked cars are vacated during periods where lane designated for moving traffic
- While a managed lane is also provided on Ashby Ave (SR-13), the San Pablo Avenue context would be very different
 - Dedicated left-turn lanes would be provided at all signalized intersections, avoiding the frequent blockages to both through lanes
 - Primarily commercial land uses along San Pablo Ave will have more frequent parking turnover and thus may have less parking violation issues than the primarily residential land uses along Ashby Ave²⁶

Center-running Transit Lane Alternative Summary



Feasibility:

- Curb-to-curb width of 80' or greater can accommodate all three of: protected/buffered bike lanes, parking on one side, and 14' center island double-sided boarding platform
- Roadway width of around 76' can accommodate two of those features
- Roadway width of around 70' can accommodate one of those features

Benefits:

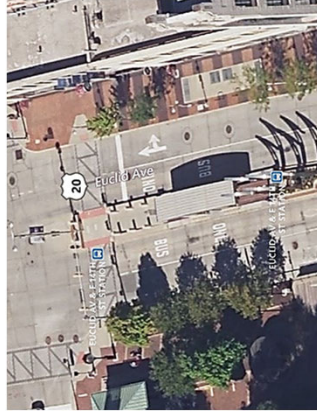
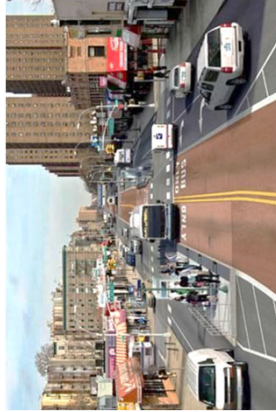
- Eliminate conflicts with drop-offs, deliveries, parking maneuvers, and right-turning movements, providing greatest benefit to transit travel time
- Easier to provide effective signal timing/transit signal priority to optimize transit reliability
- Opportunity with auto/parking managed lane in El Cerrito to retain peak period capacity in one direction

Drawbacks:

- Left-turn prohibited for one or both movements from San Pablo Ave at stations due to lack of space
- Requires either all-door boarding transit vehicles or significant offset through intersection
- Eliminates unsignalized left-turn movements, requiring additional traffic signals and/or limitations to community access
- Additional complexity for bus routes turning on/off San Pablo Avenue or with different stop spacing
- Limited opportunities for phased implementation

Considerations:

- Transit lane separation options: double white stripe with soft (rumble strips) or hard (concrete curbs) barriers, or reflective vertical elements to enhance visibility at night



Side-running Transit Lane with Protected Bike Lanes Summary



Feasibility:

- Feasible in all segments where considered (not considered in narrowest section in San Pablo)
- Requires full parking loss with all curb-to-curb widths less than 80'

Benefits:

- Reduces queue delay for buses at traffic signals, improving transit travel time and reliability
- Eliminates conflicts with parking maneuvers
- Easier to implement in the near-term with striping modifications

Drawbacks:

- Loss of on-street parking on one or both sides
- Limit to benefit from transit lane relative to other alternatives due to conflict with right-turning vehicles
- Protected bike lanes not for all ages and abilities due to frequent conflicts at intersections and driveways
- Lanes are prone to encroachment by loading or pick-up/drop-off

Considerations:

- Design options at mixing zone for transit lane with right-turning autos, and bikes at intersection

Side-running Transit Lane with Parking Summary



Feasibility:

- Feasible in all segments (least change from existing)

Benefits:

- Reduces queue delay for buses at traffic signals, improving transit travel time and reliability
- Easiest to implement in the near-term with striping modifications
- Provides space for parking and loading, reducing likelihood of those activities causing lane blockage



Drawbacks:

- Limit to benefit from transit lane due to conflict with right-turning vehicles and parking maneuvers
- No dedicated bike facilities

Considerations:

- Design options at mixing zone for transit lane with right-turning autos, and bikes at intersection
- Opportunity for shared bus/bike lanes to provide continuous bike facility

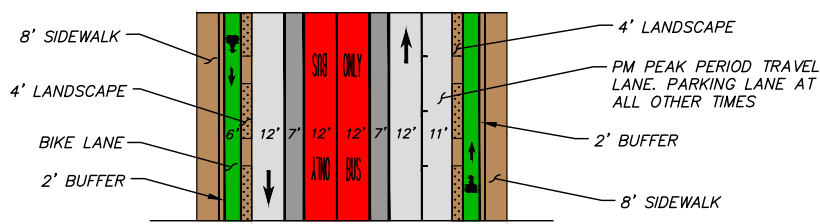


Key Questions

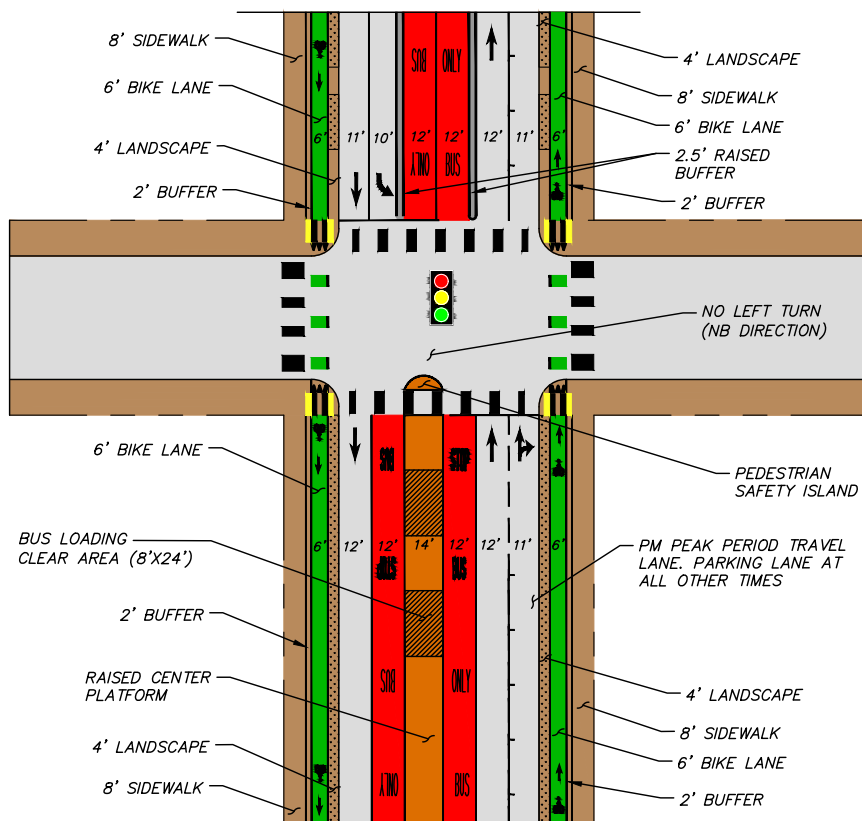
- Should managed lanes continue to be considered in El Cerrito?
- Should raised bike lanes be considered in other segments of the corridor?
- Are there segments where parking retention and/or loading is critical, requiring either no bicycle facility or a shared bus/bike facility?
- Is a shared bus/bike facility something that should be further considered?
- Are there any areas where the left-turn access restrictions would make center-running lanes particularly more difficult to implement?
- Is the delay reduction associated with right-turn lanes more important than the implications of a shared bicycle facility?
- How can this information be most effectively presented to the WCCTAC Board?

Next Steps

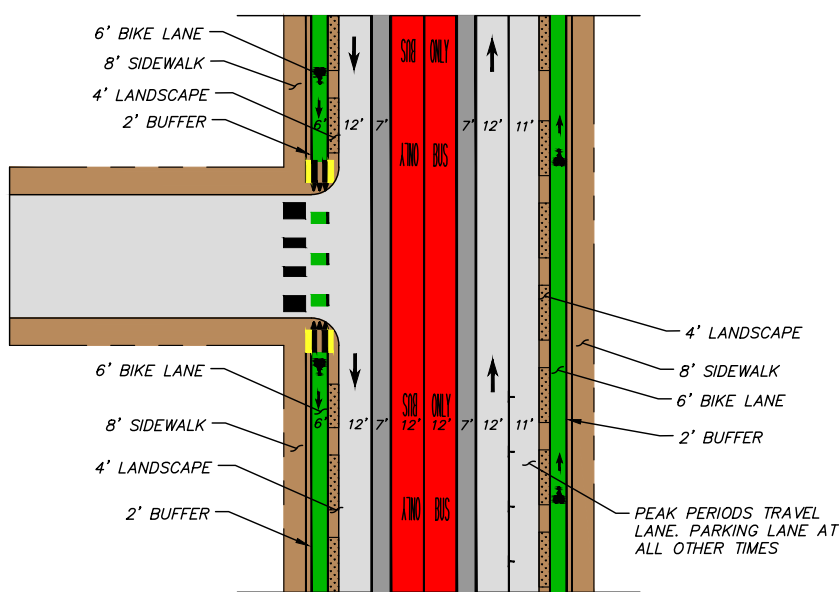
- TAC review and comment by July 1st, 2021
- Presentation to WCCTAC Board
- Identification of alternatives for quantitative study
- Focused geometry development at BART Stations and Contra Costa College



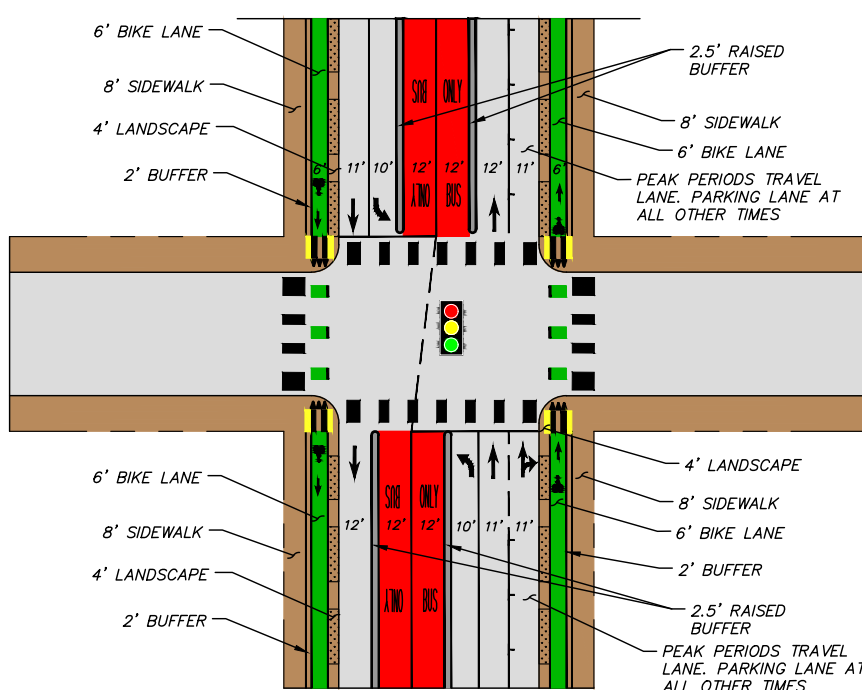
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

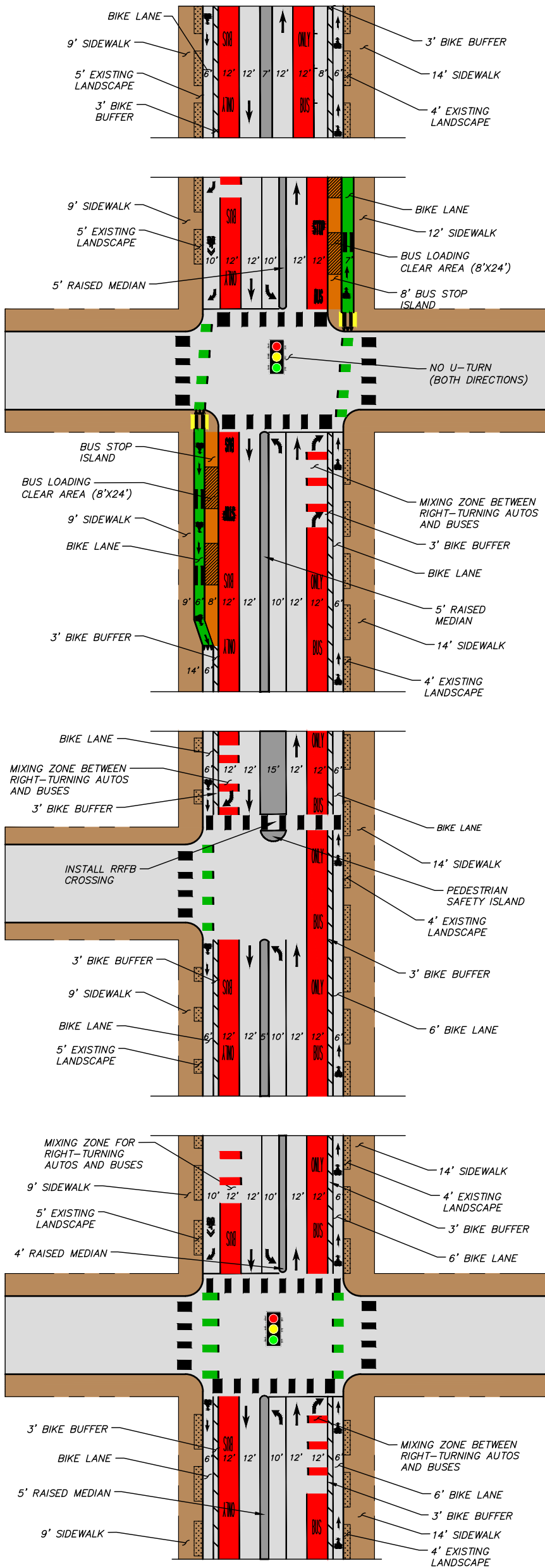


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION



SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81') CENTER-RUNNING TRANSIT LANE WITH MANAGED PARKING LANE



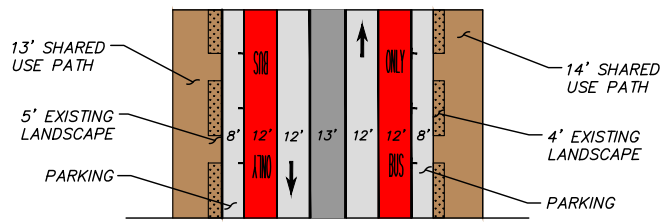
SCENARIO A - MID-BLOCK

SCENARIO B - SIGNALIZED INTERSECTION WITH STATION

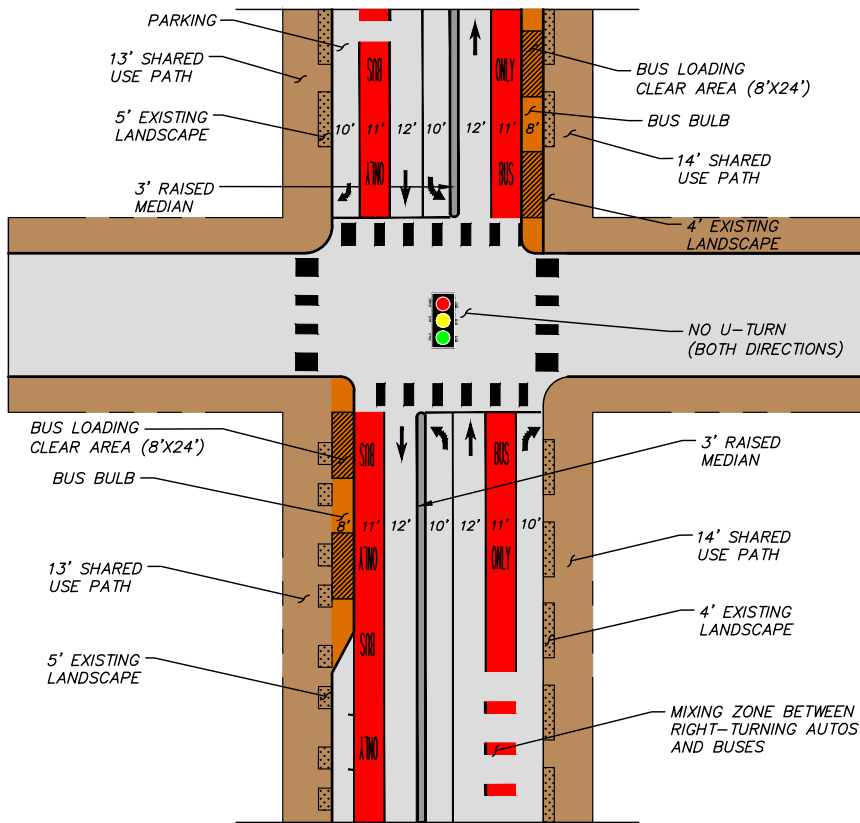
SCENARIO C - UNSIGNALIZED INTERSECTION WITHOUT STATION

SCENARIO D - SIGNALIZED INTERSECTION WITHOUT STATION

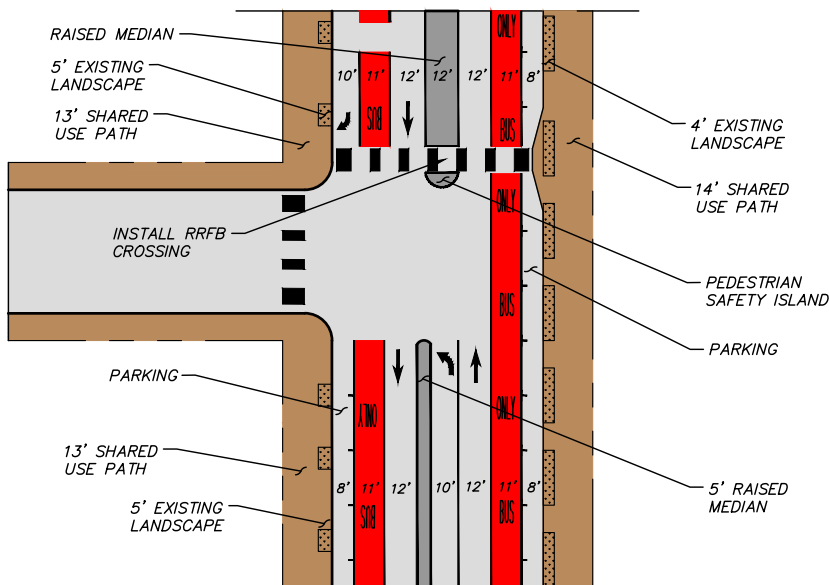
SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



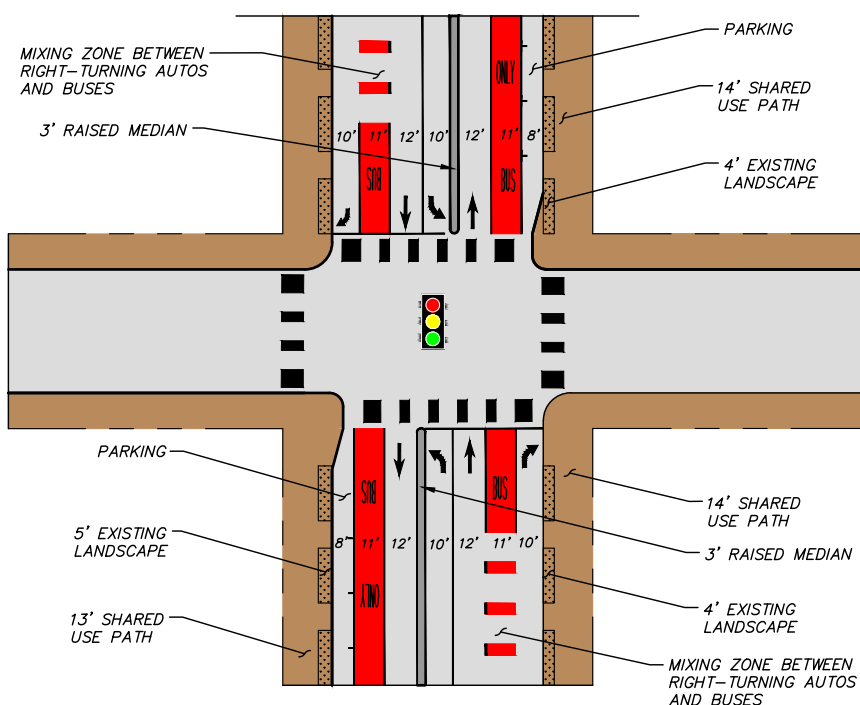
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

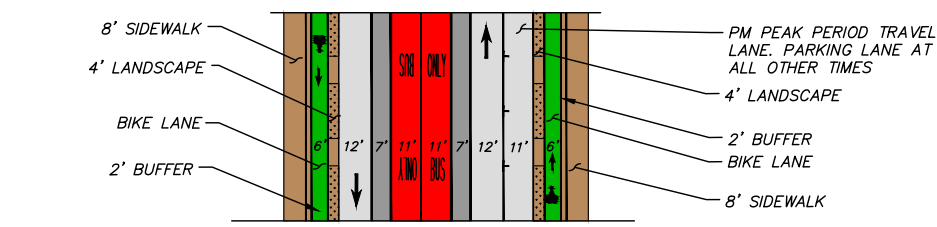


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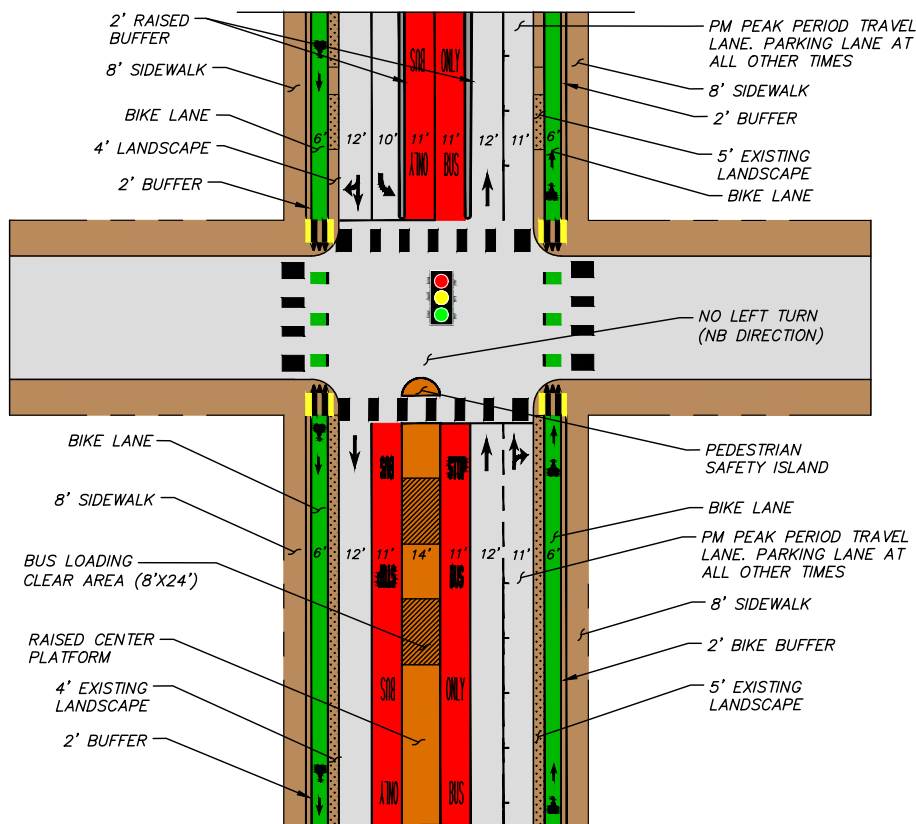


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INTERSECTION
WITHOUT STATION

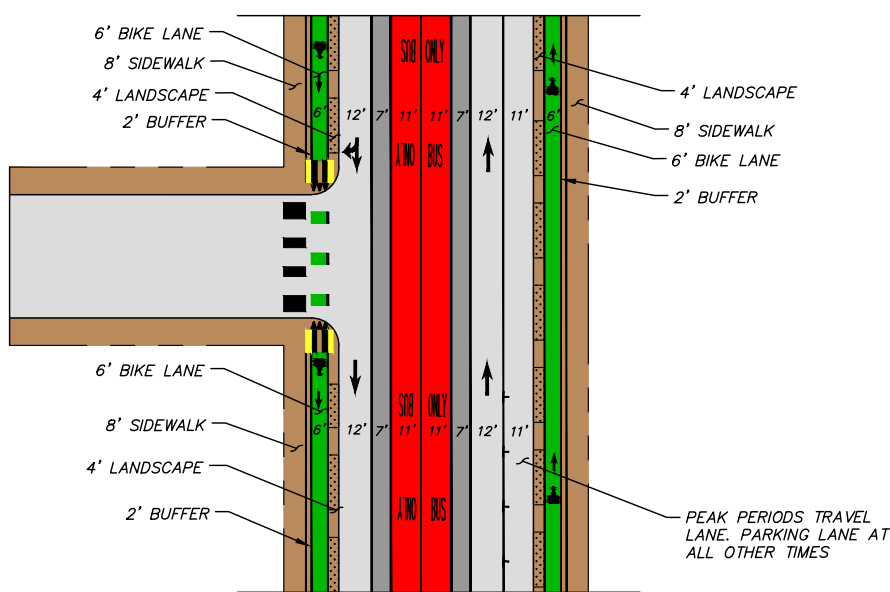
SEGMENT 1 - EL CERRITO - FAIRMOUNT AVE TO EUREKA AVE (81')
SIDE-RUNNING TRANSIT LANE WITH PARKING



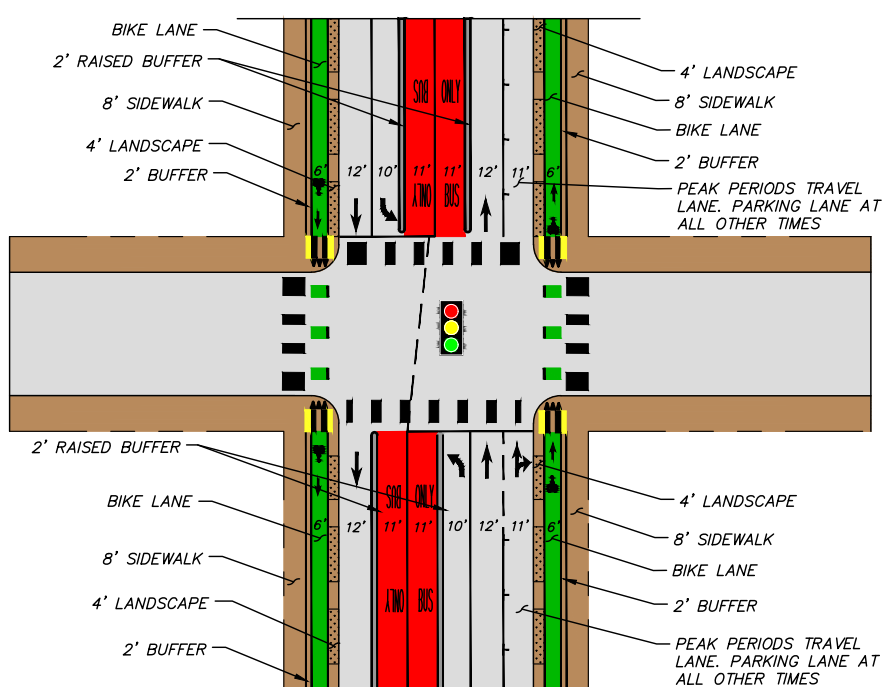
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

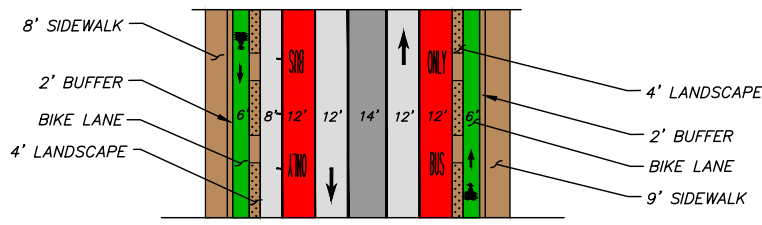


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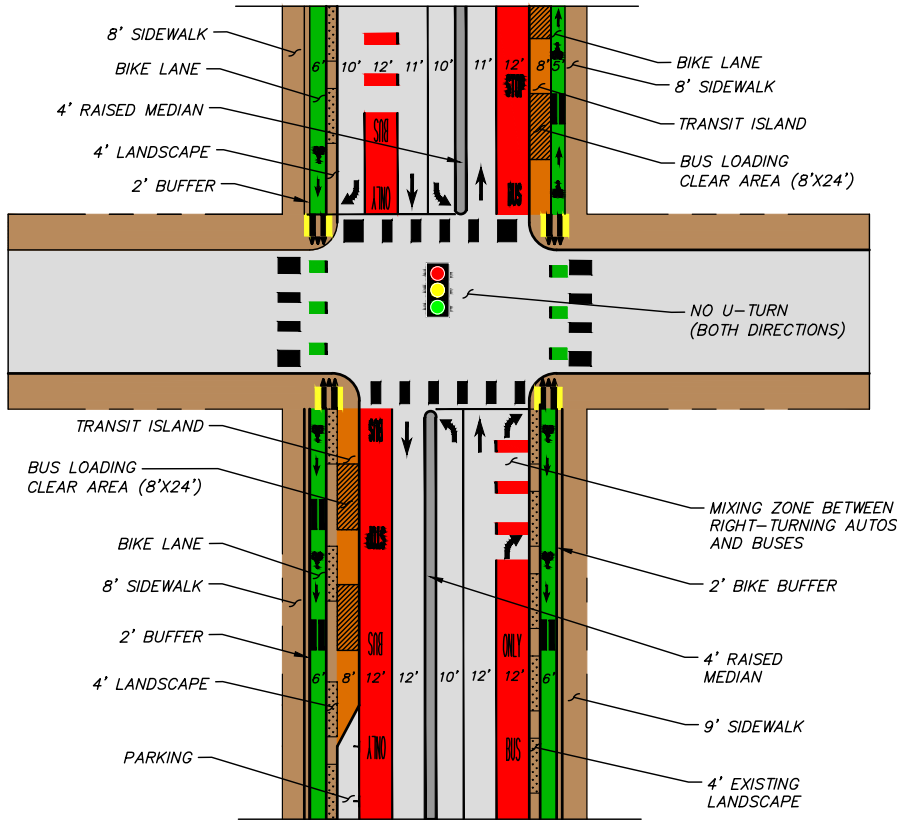


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INTERSECTION
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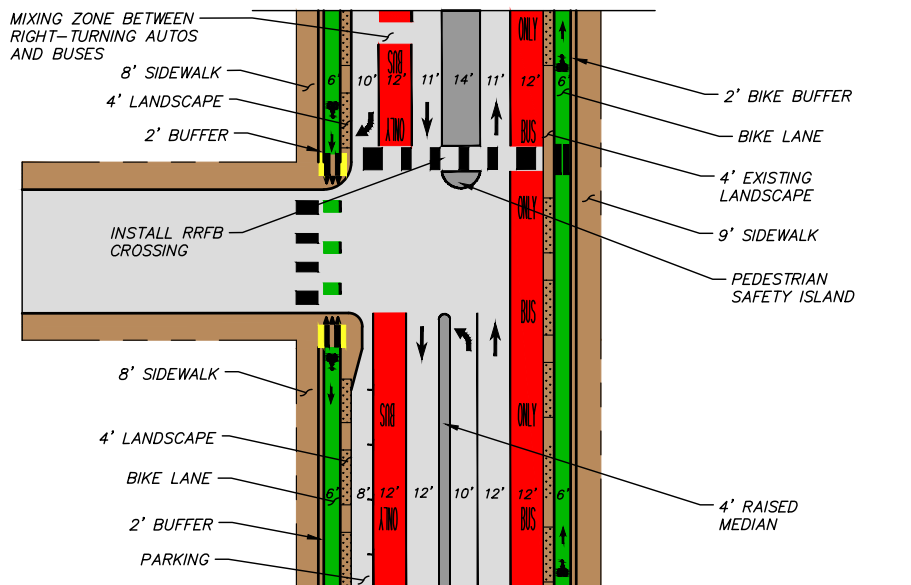
SEGMENT 2 - EL CERRITO - SCHMIDT LN TO POTRERO AVE (83') CENTER-RUNNING TRANSIT LANE WITH MANAGED PARKING LANE



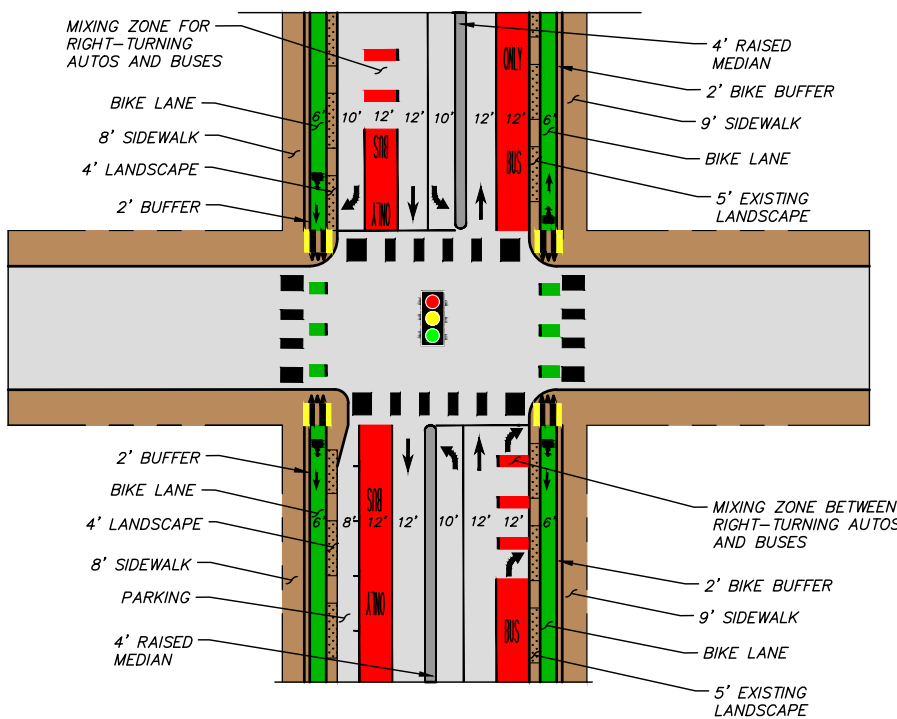
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

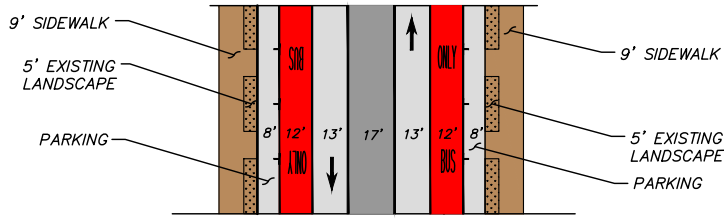


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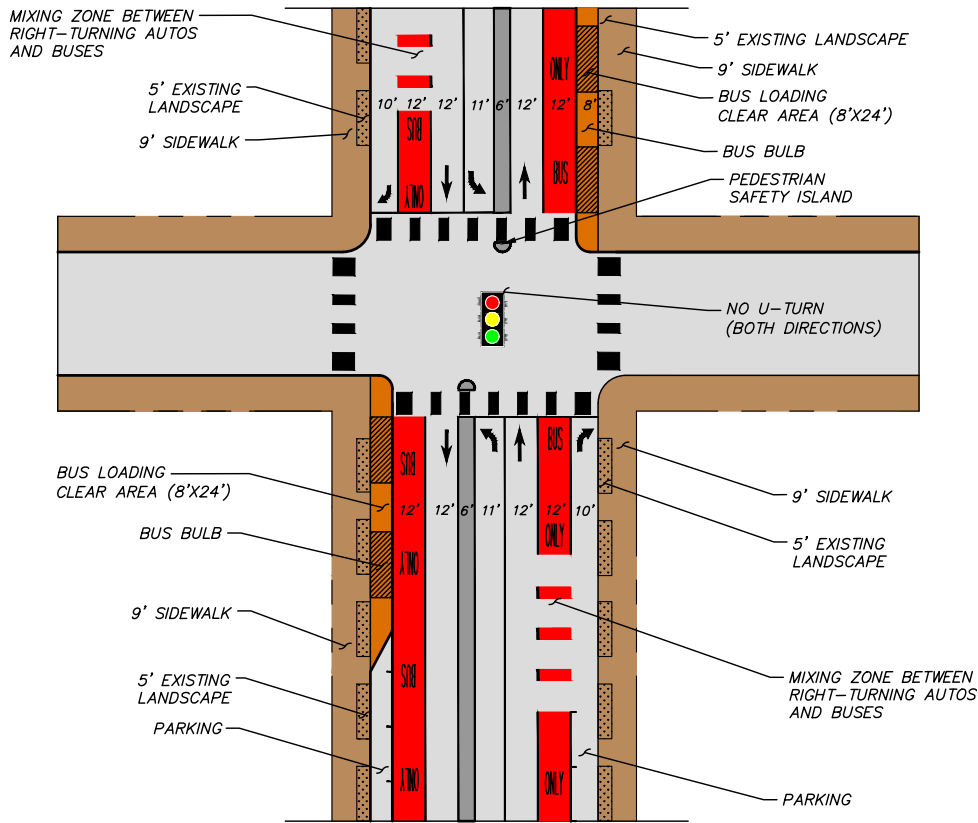


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INTERSECTION
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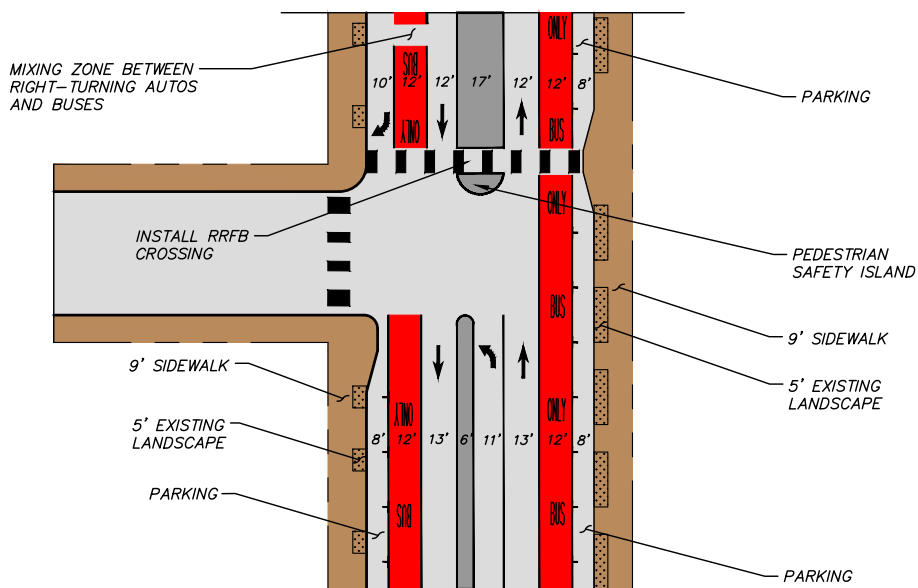
SEGMENT 2 - EL CERRITO - SCHMIDT LN TO POTRERO AVE (83') SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



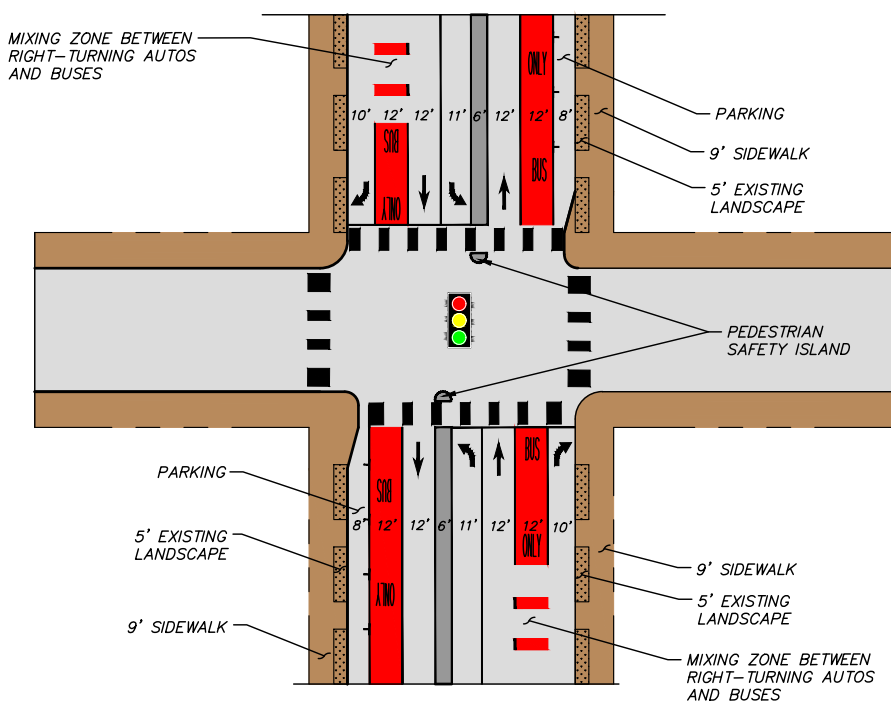
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

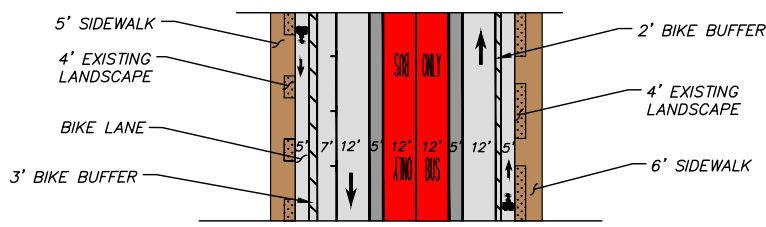


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

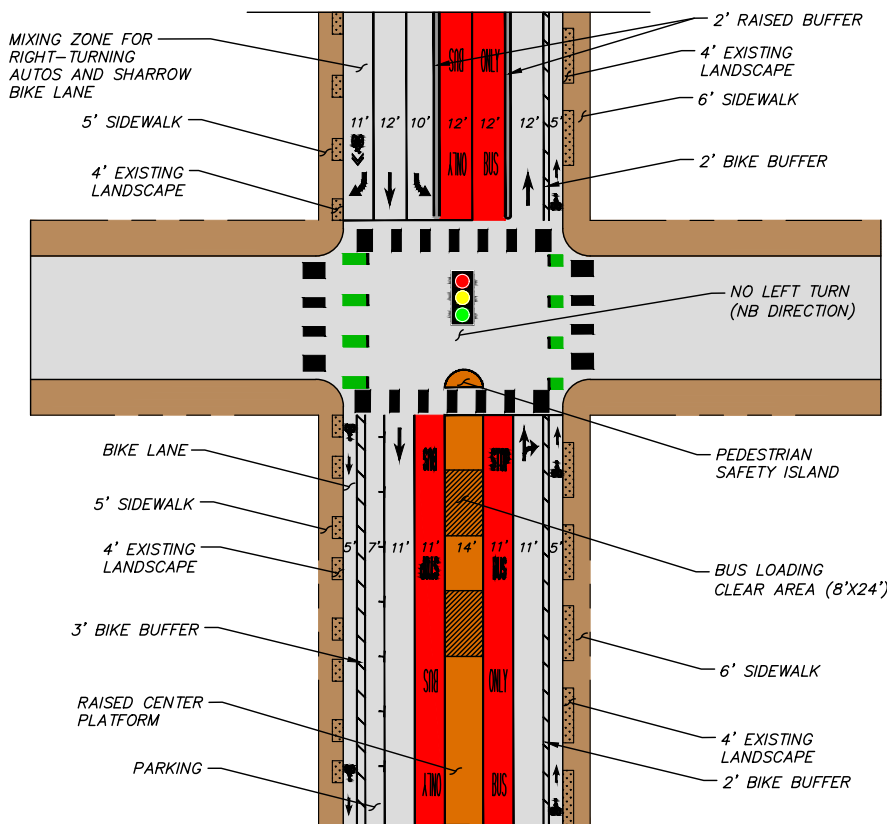


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INTERSECTION
WITHOUT STATION

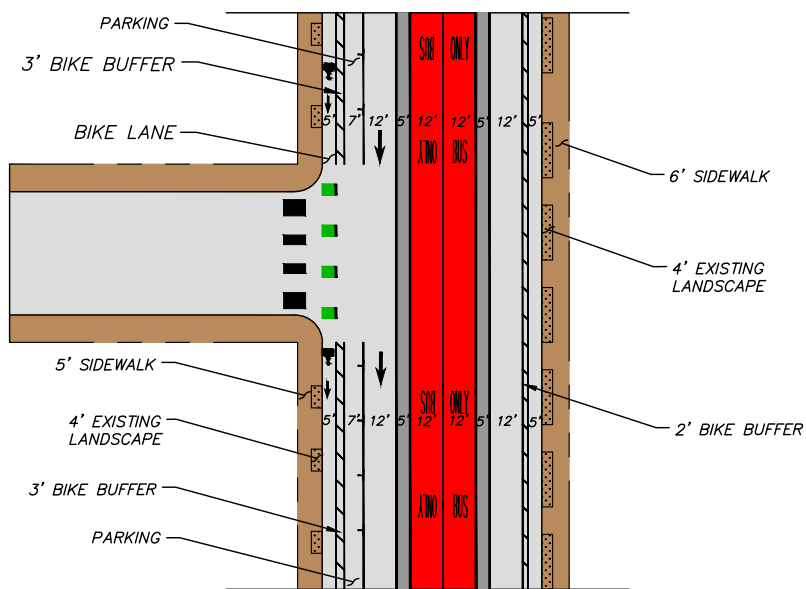
SEGMENT 2 - EL CERRITO - SCHMIDT LN TO POTRERO AVE (83')
SIDE-RUNNING TRANSIT LANE WITH PARKING



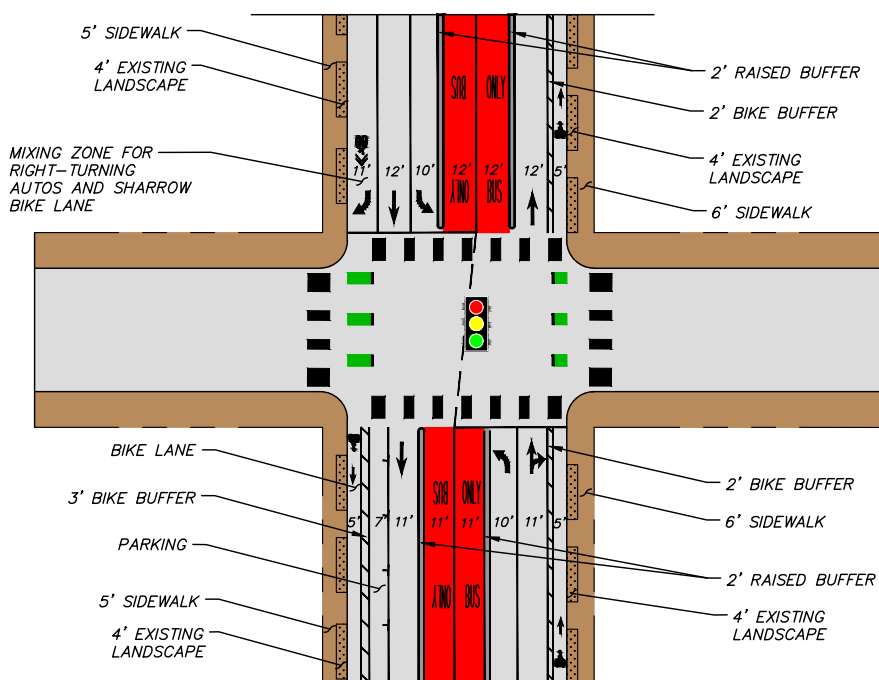
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

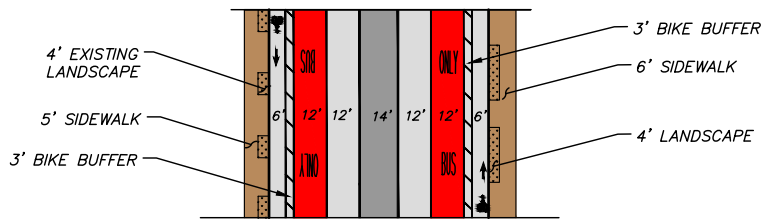


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WITHOUT STATION

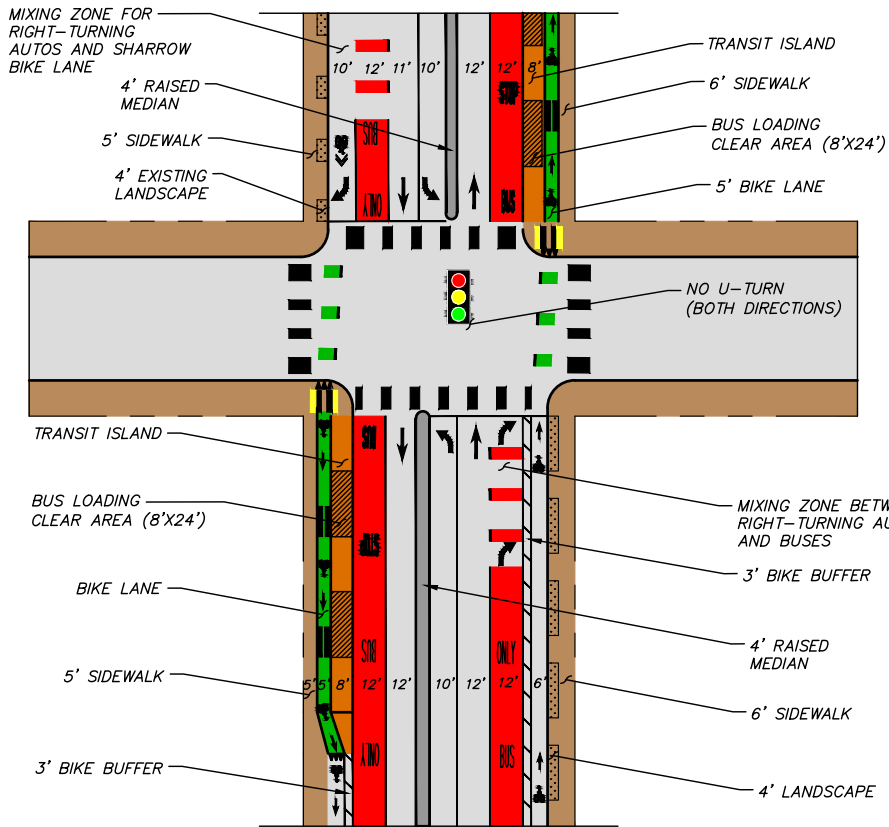


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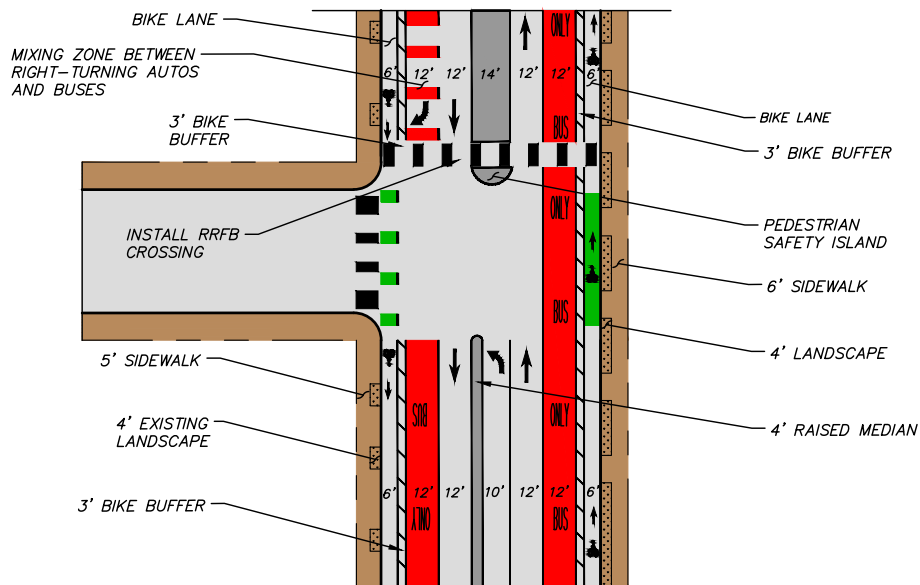
SEGMENT 3 - EL CERRITO/RICHMOND - WALL AVE TO I-80 (80') CENTER-RUNNING TRANSIT LANE WITH PARKING



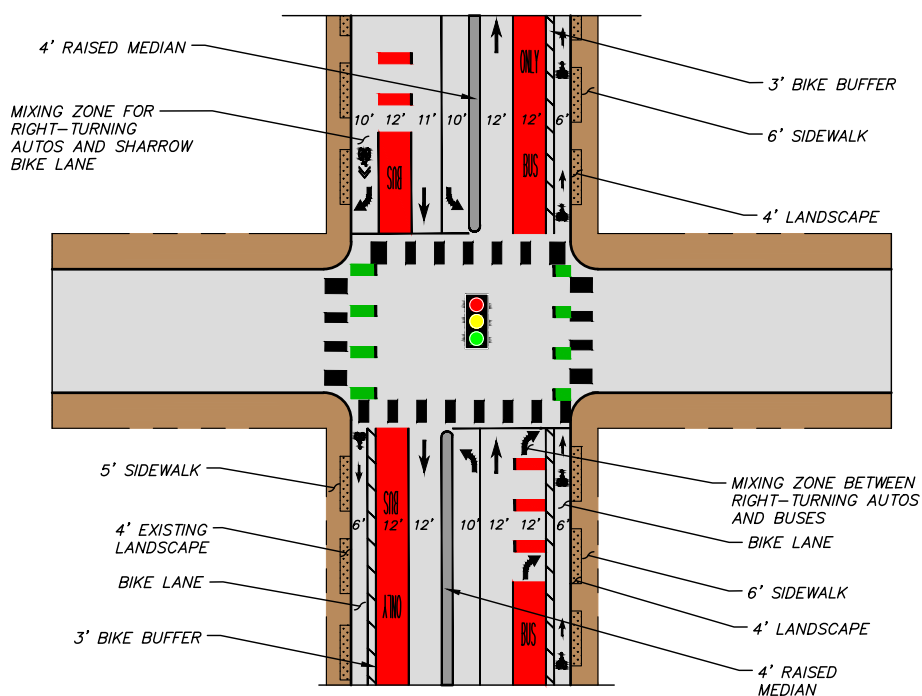
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

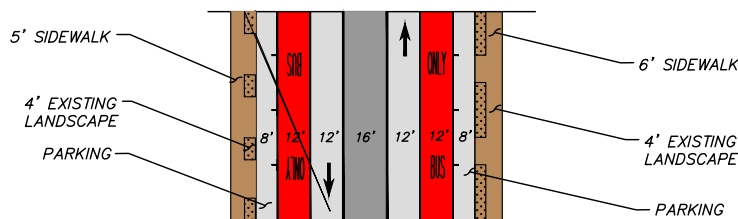


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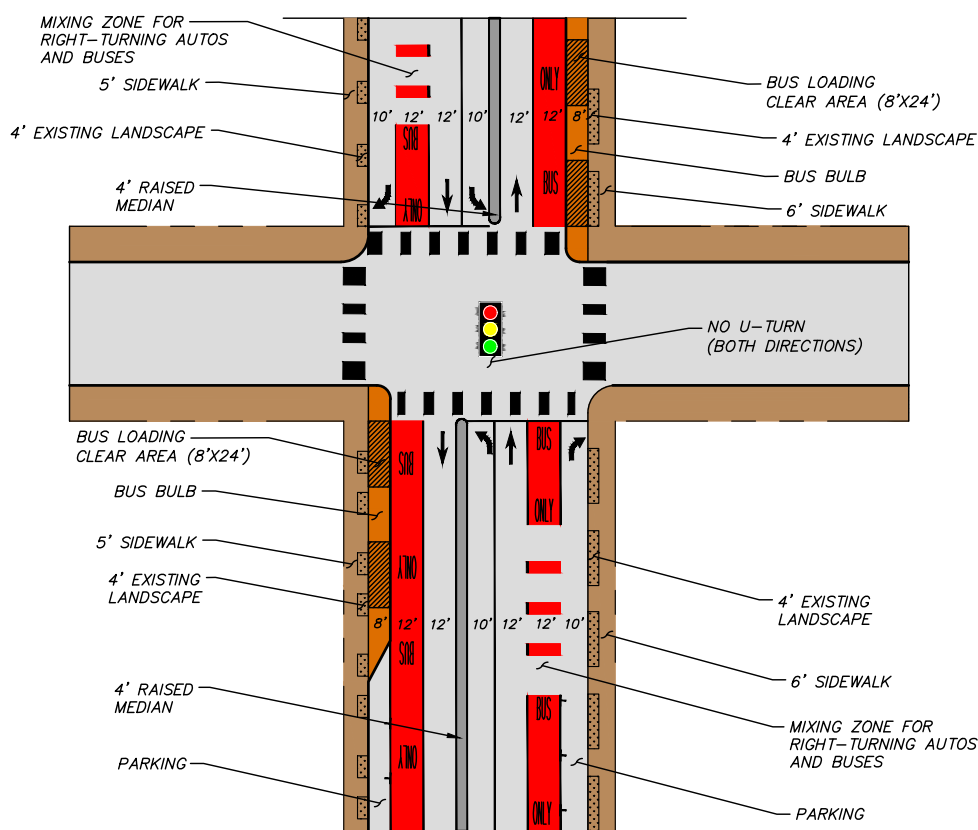


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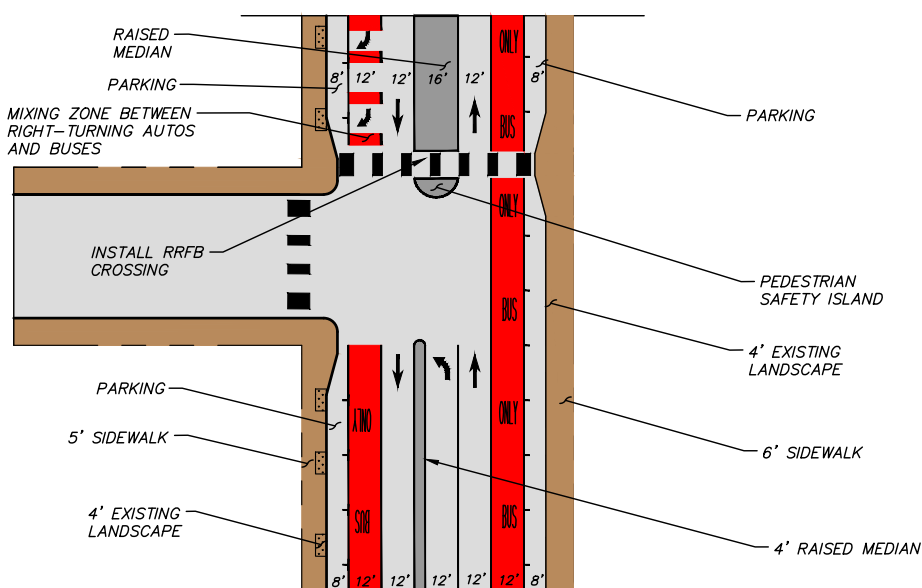
SEGMENT 3 - EL CERRITO/RICHMOND - WALL AVE TO I-80 (80') SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



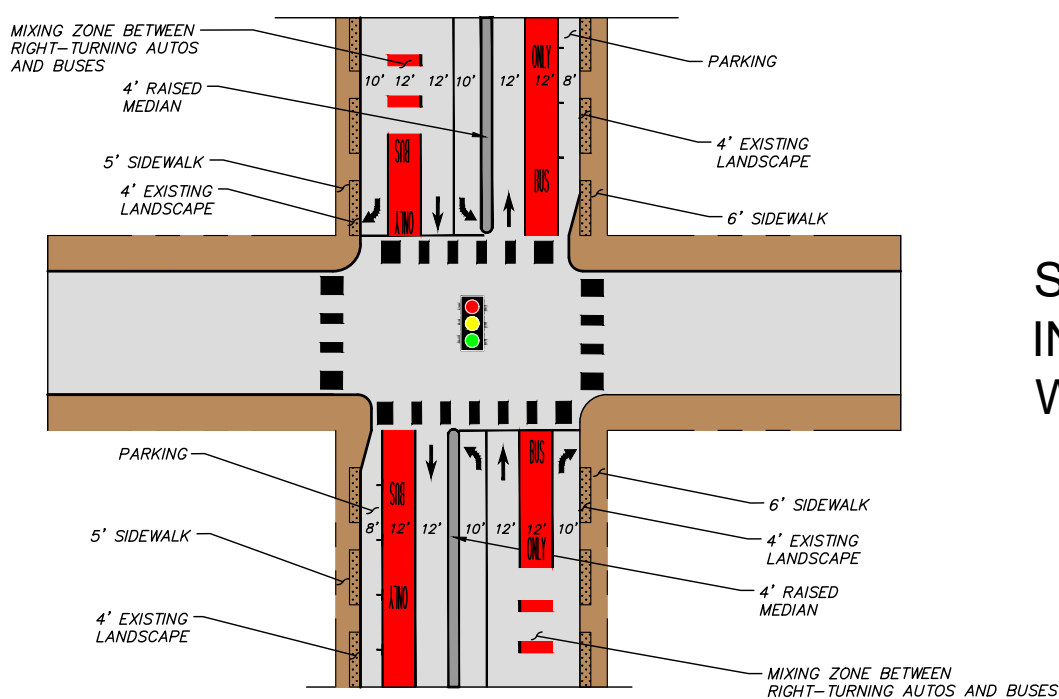
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

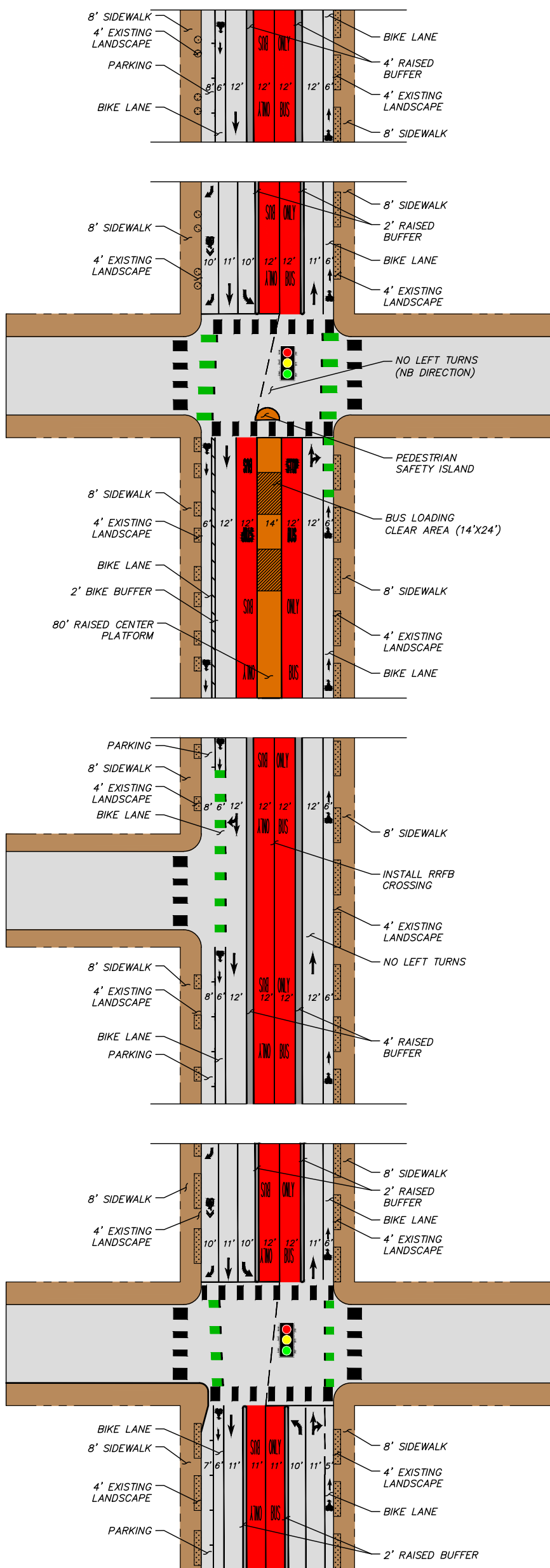


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION



SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

SEGMENT 3 - EL CERRITO/RICHMOND - WALL AVE TO I-80 (80')
SIDE-RUNNING TRANSIT LANE WITH PARKING



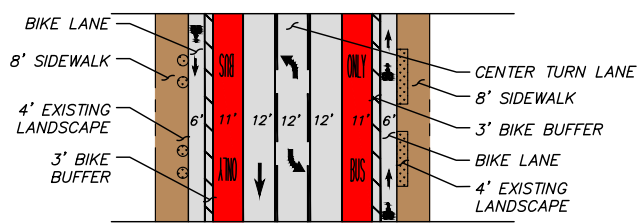
SCENARIO A - MID-BLOCK

SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

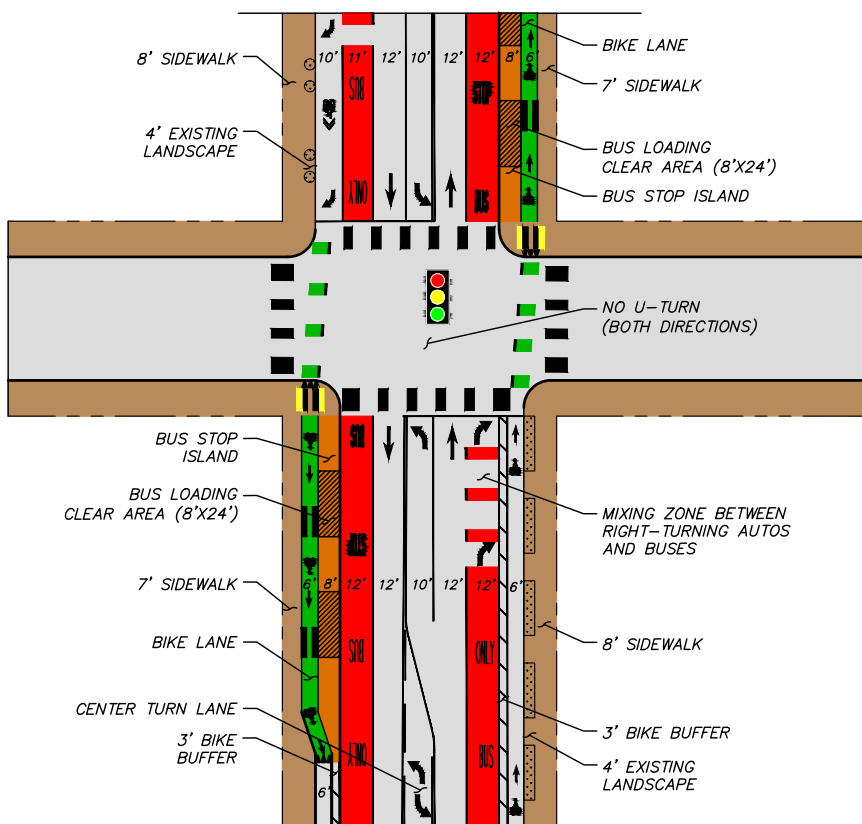
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INTERSECTION
WITHOUT STATION

SCENARIO D - SIGNALIZED
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WITHOUT STATION

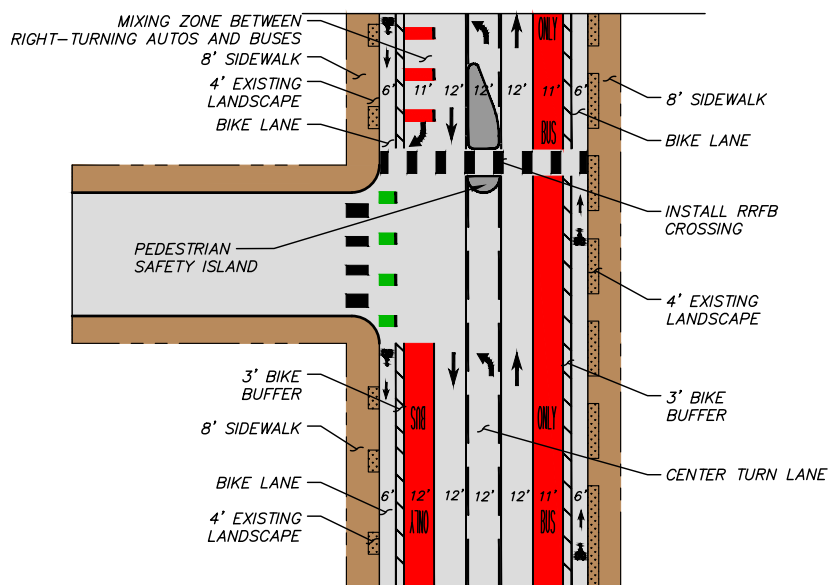
SEGMENT 4 - RICHMOND - SOLANO AVE TO RHEEM AVE (76') CENTER-RUNNING TRANSIT LANE WITH PARKING



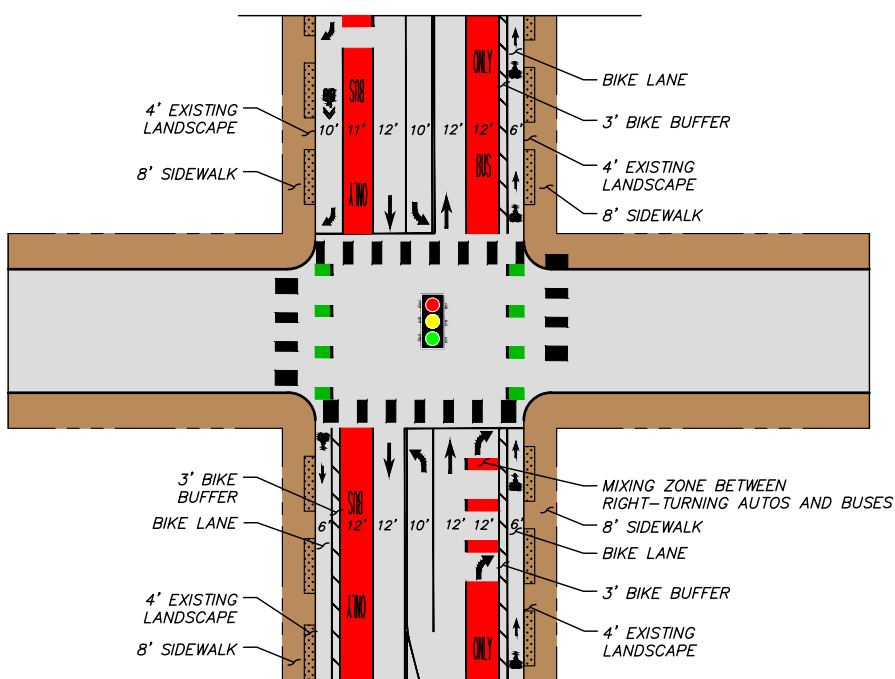
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

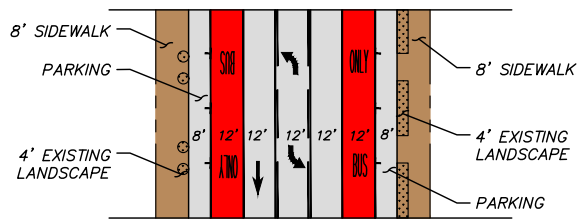


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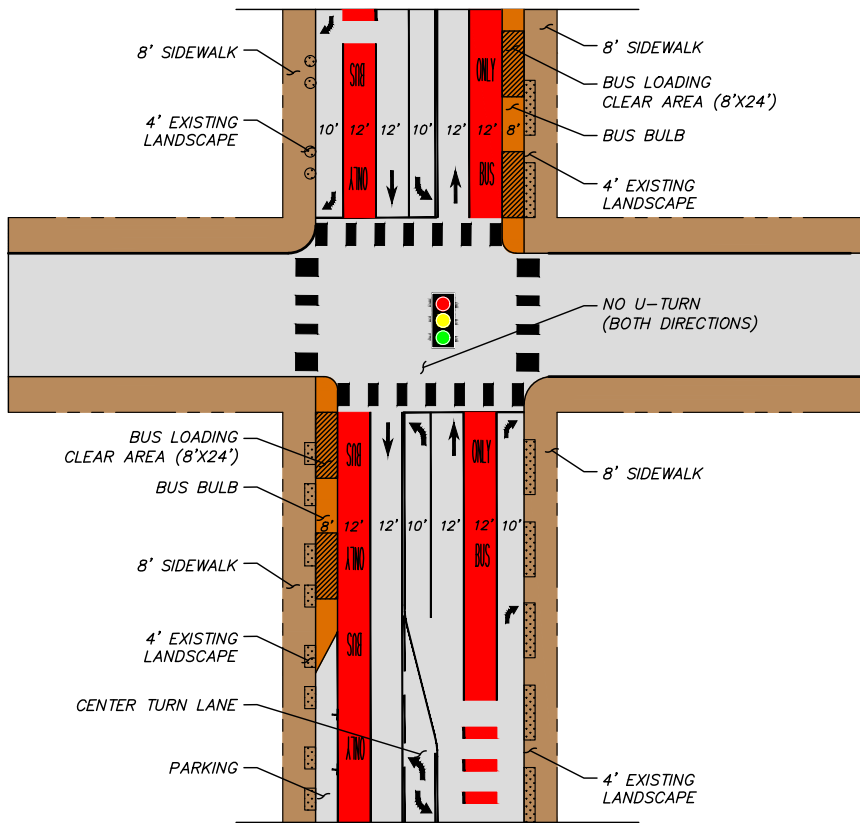


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

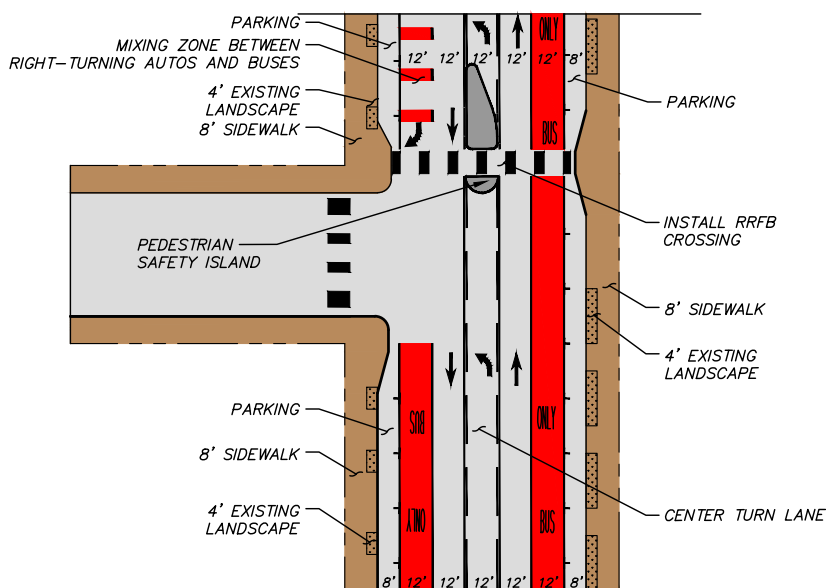
SEGMENT 4 - RICHMOND - SOLANO AVE TO RHEEM AVE (76') SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



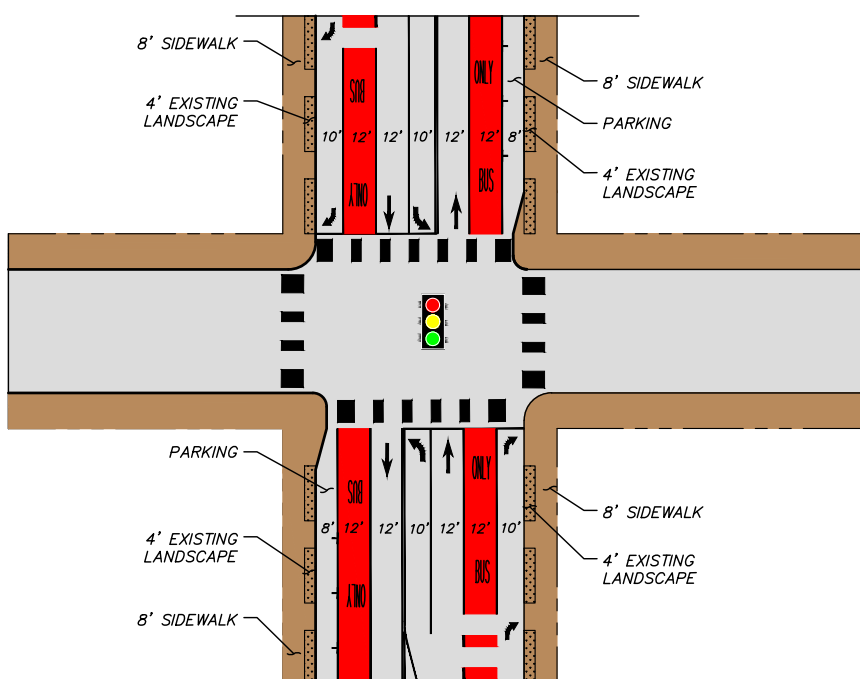
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

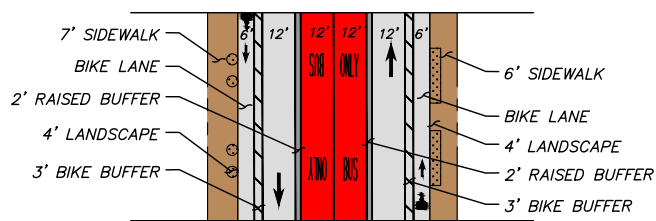


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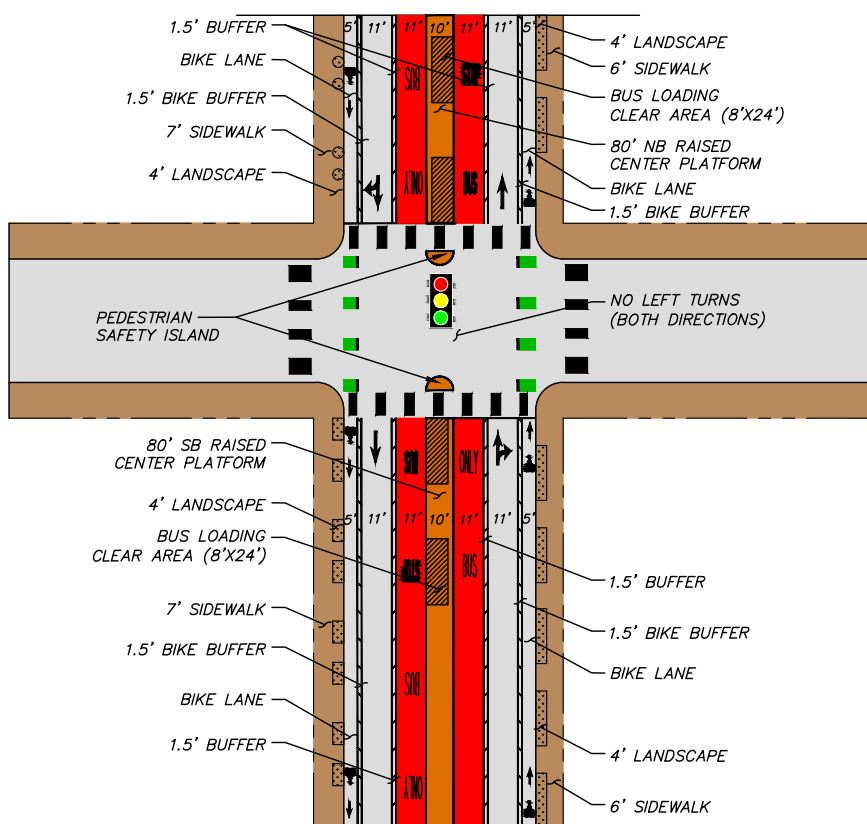


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

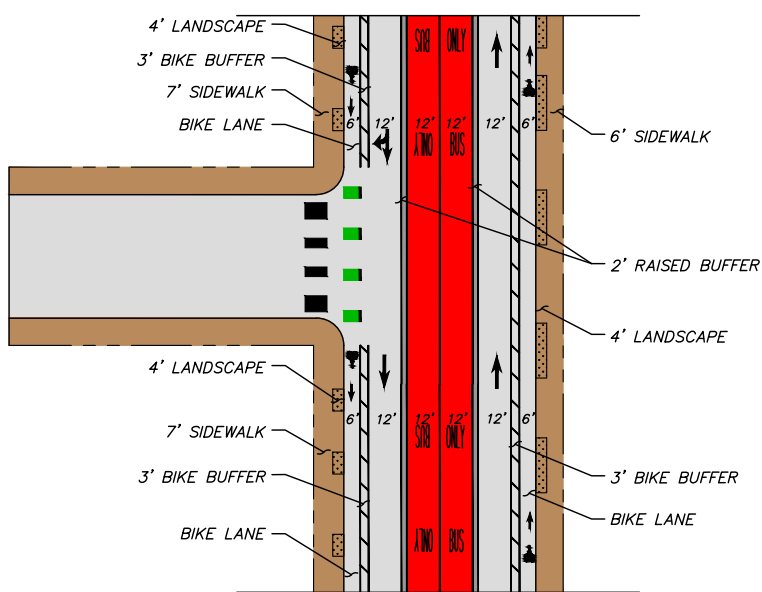
**SEGMENT 4 - RICHMOND - SOLANO AVE TO RHEEM AVE (76')
SIDE-RUNNING TRANSIT LANE WITH PARKING**



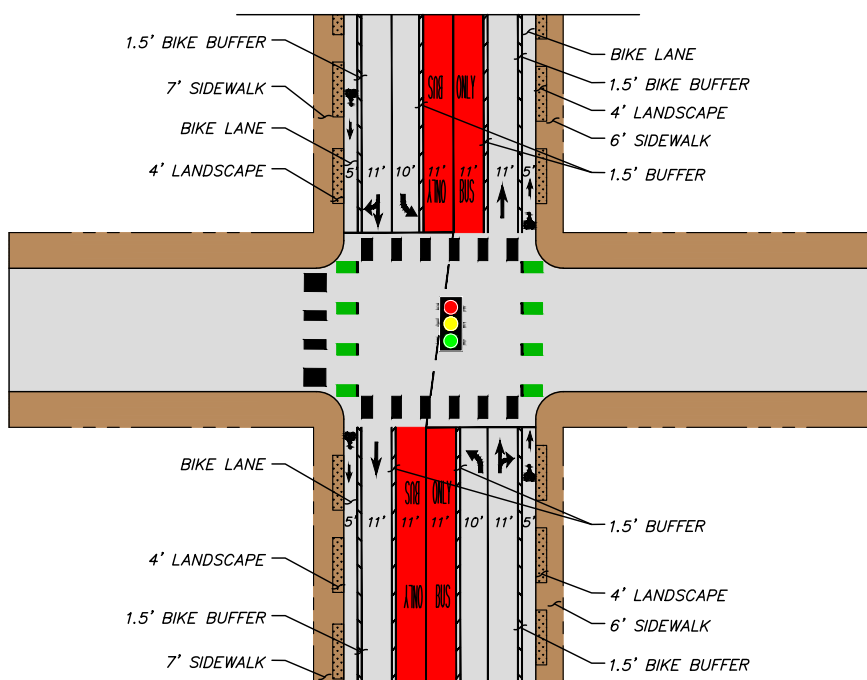
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

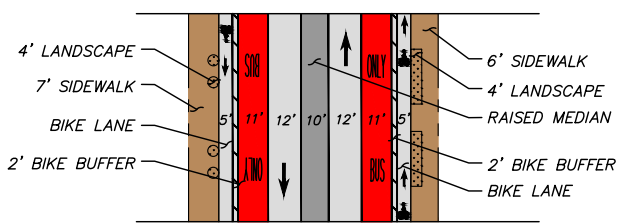


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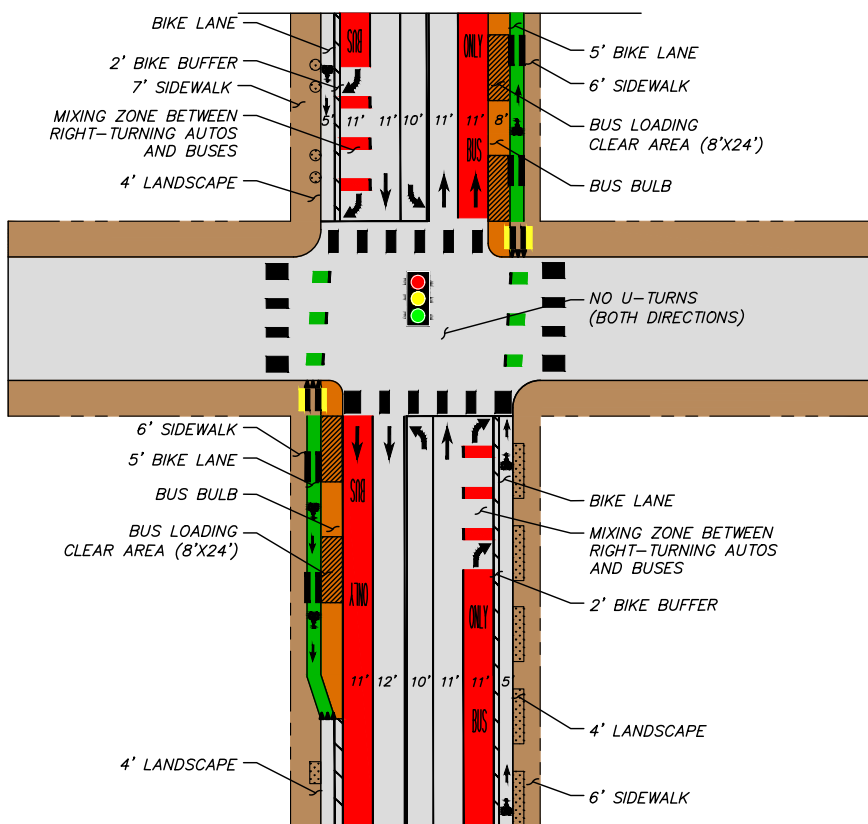


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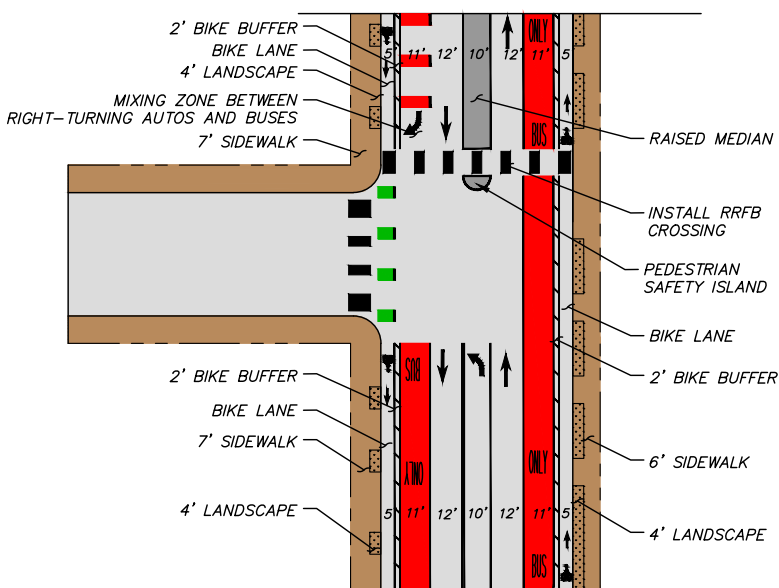
SEGMENT 5 - SAN PABLO - VALE RD TO ROAD 20 (70') CENTER-RUNNING TRANSIT LANE WITH BIKE LANES



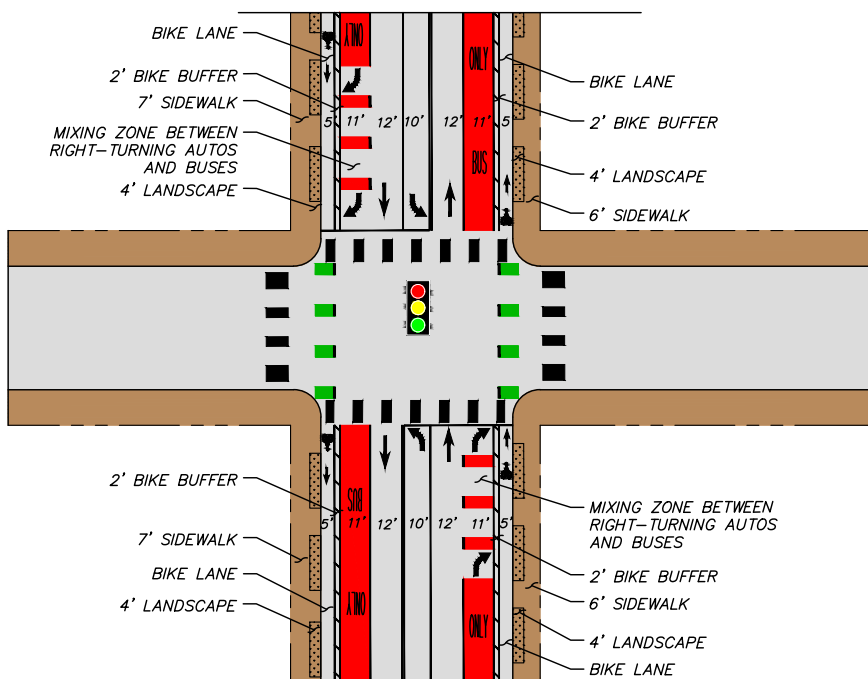
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

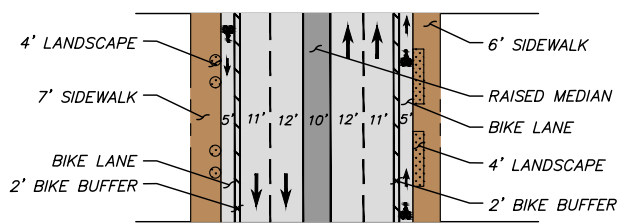


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

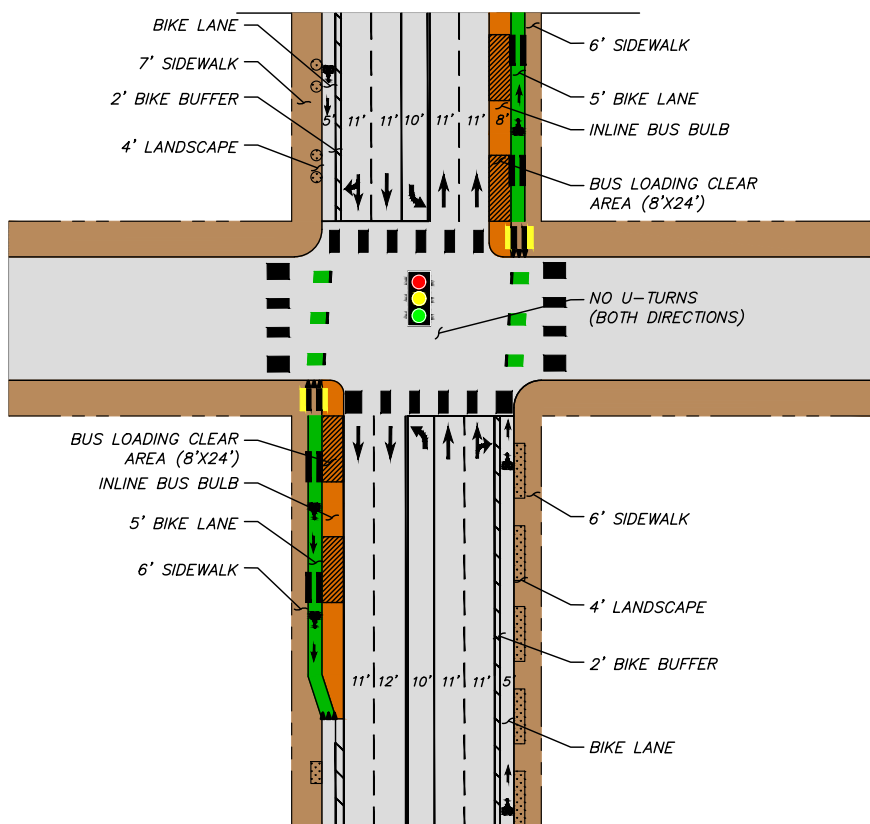


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

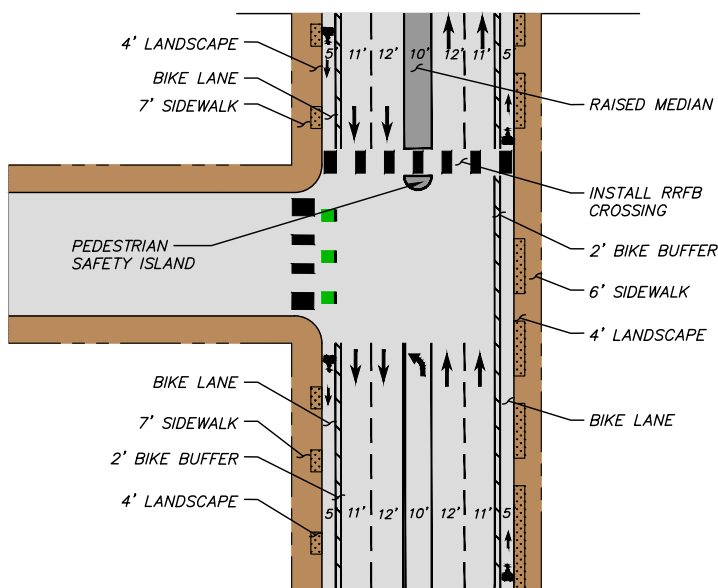
SEGMENT 5 - SAN PABLO - VALE RD TO ROAD 20 (70') SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



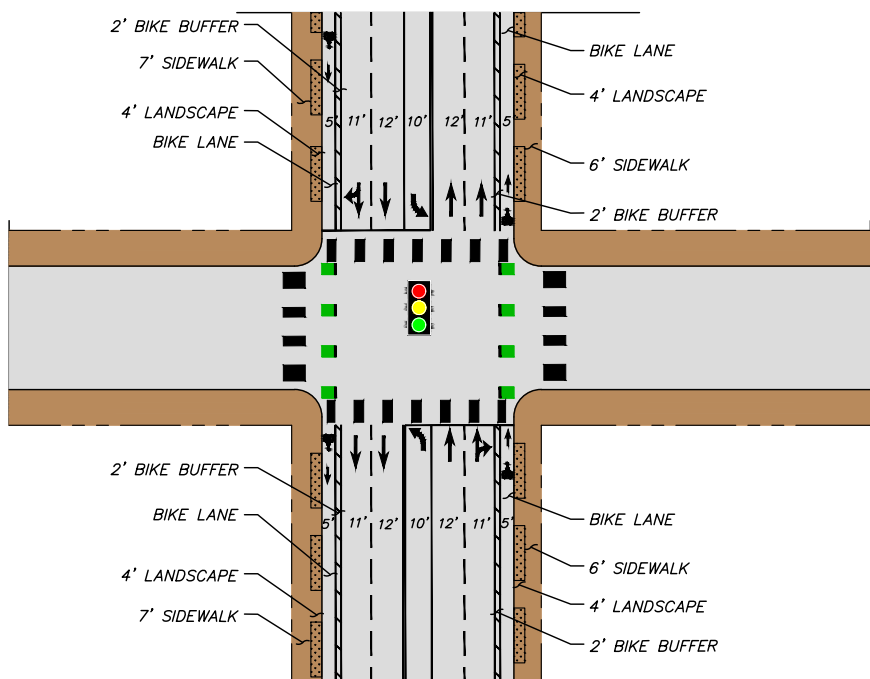
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

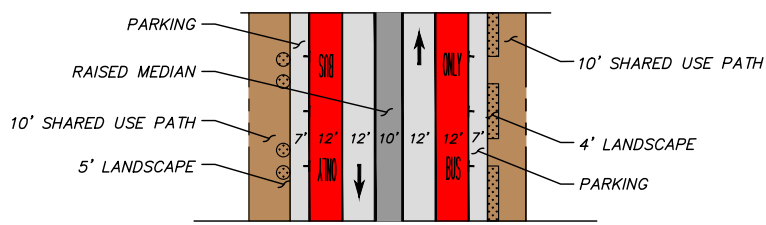


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

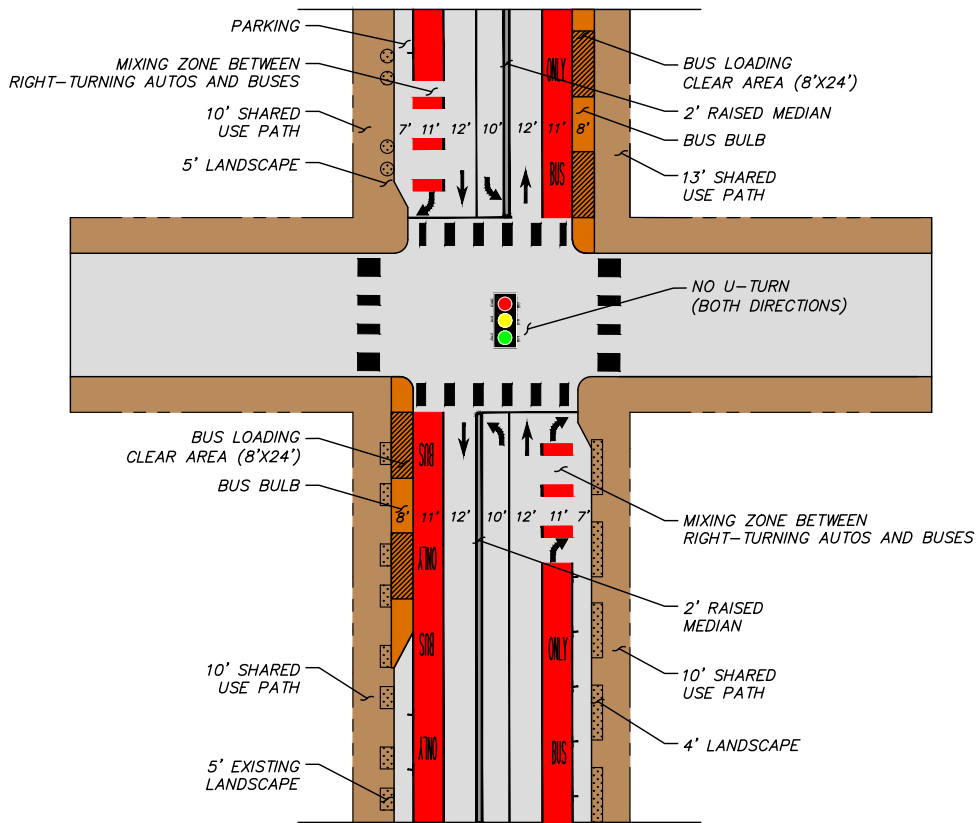


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

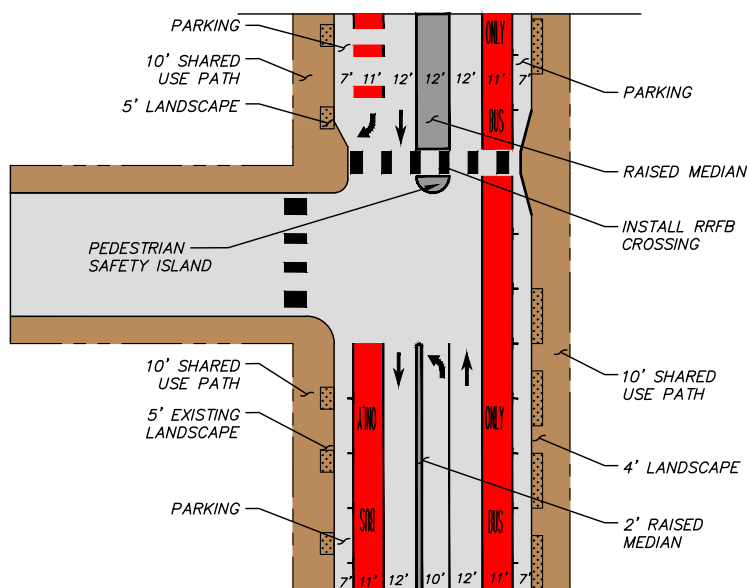
SEGMENT 5 - SAN PABLO - VALE RD TO ROAD 20 (70') NO TRANSIT LANE WITH BIKE LANES



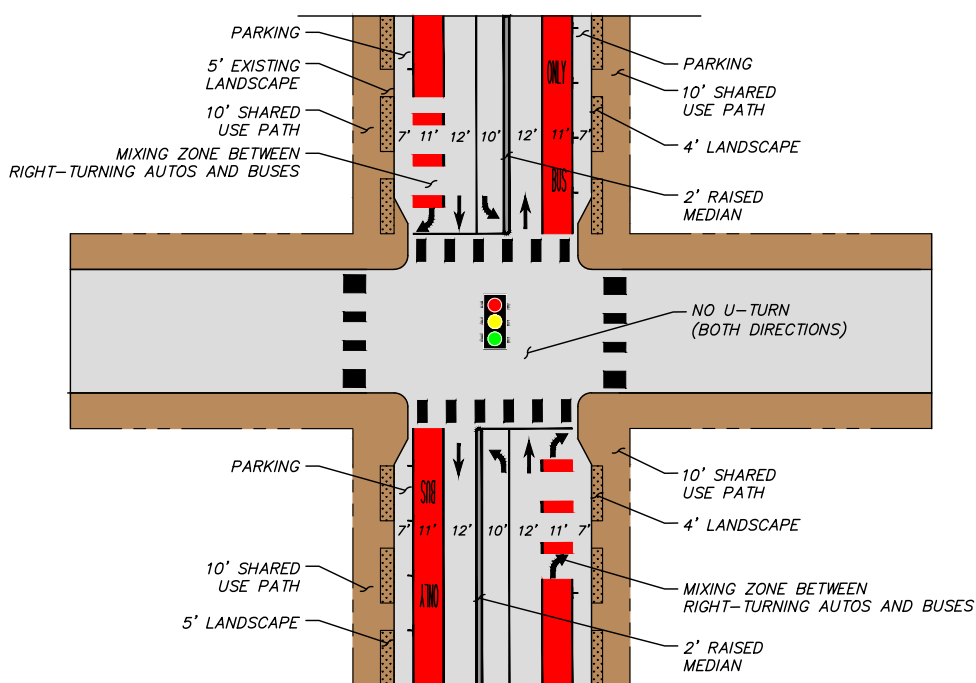
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

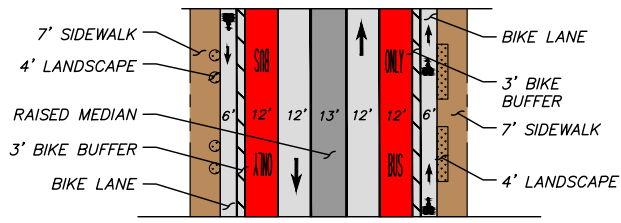


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

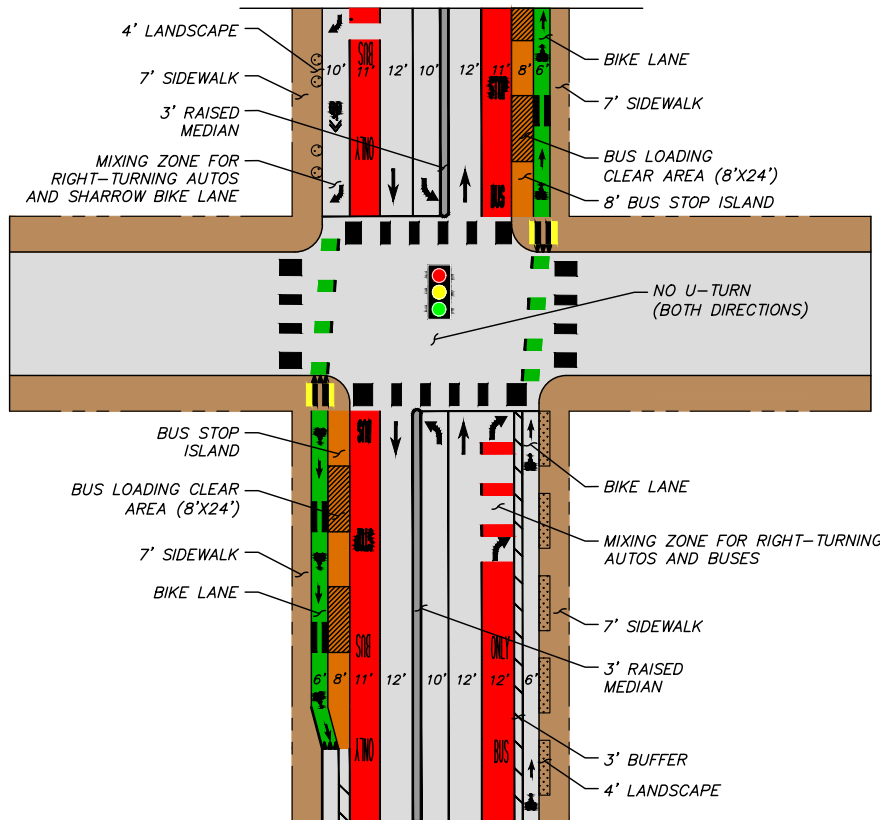


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

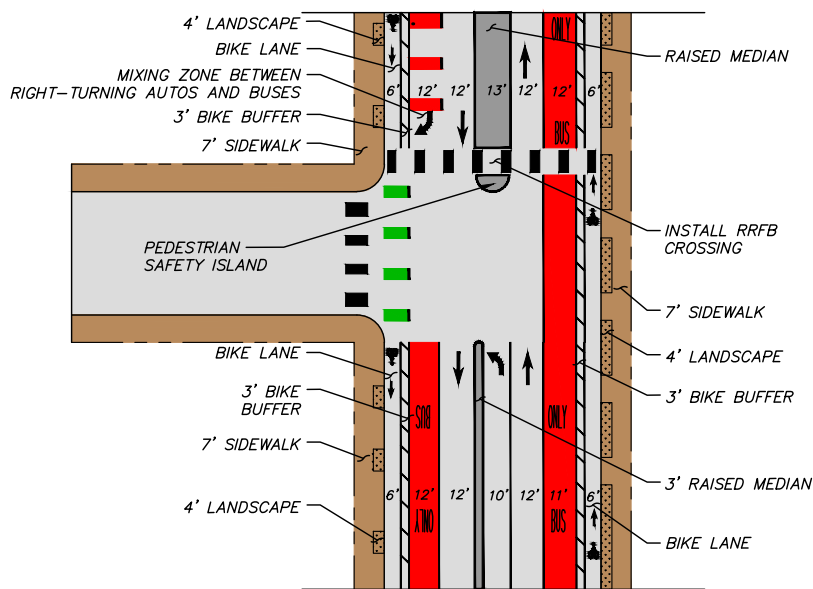
SEGMENT 6 - SAN PABLO - LOVEGROVE ST TO RUMRILL BLVD (83') SIDE-RUNNING TRANSIT LANE WITH PARKING



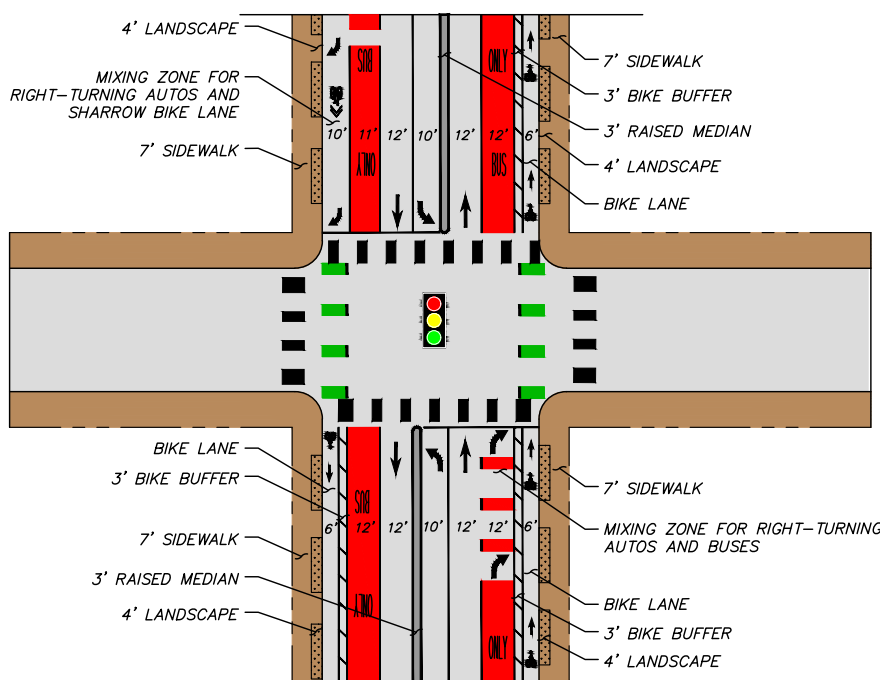
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

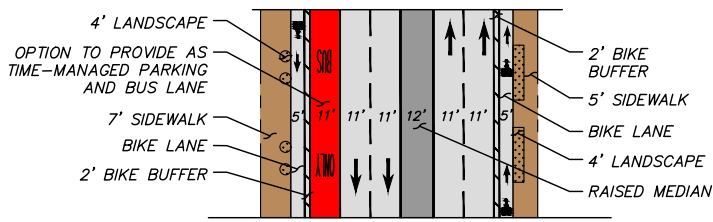


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

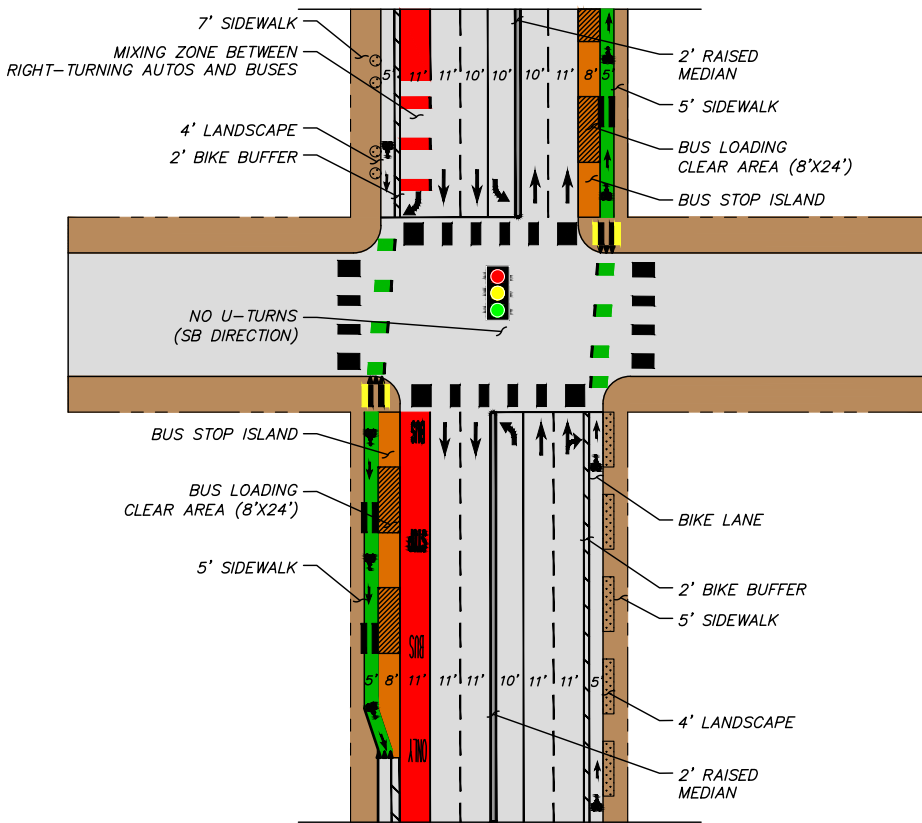


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

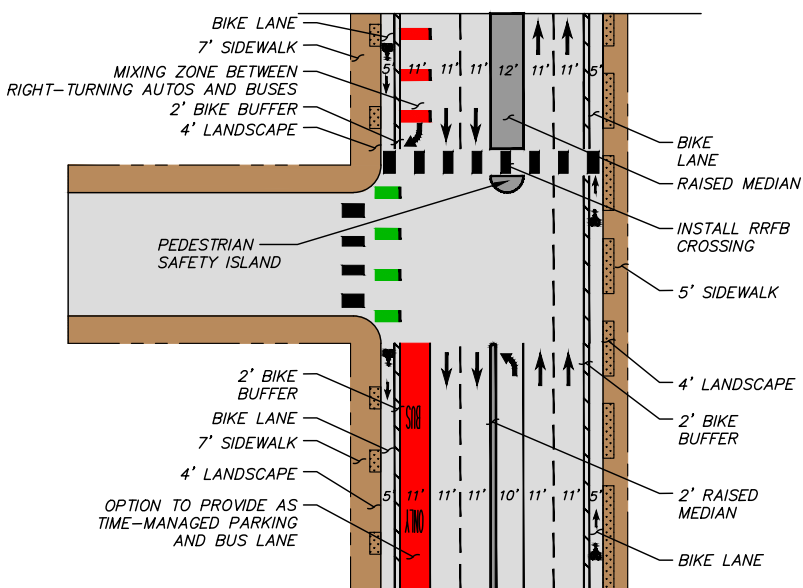
SEGMENT 6 - SAN PABLO - LOVEGROVE ST TO RUMRILL BLVD (83') SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



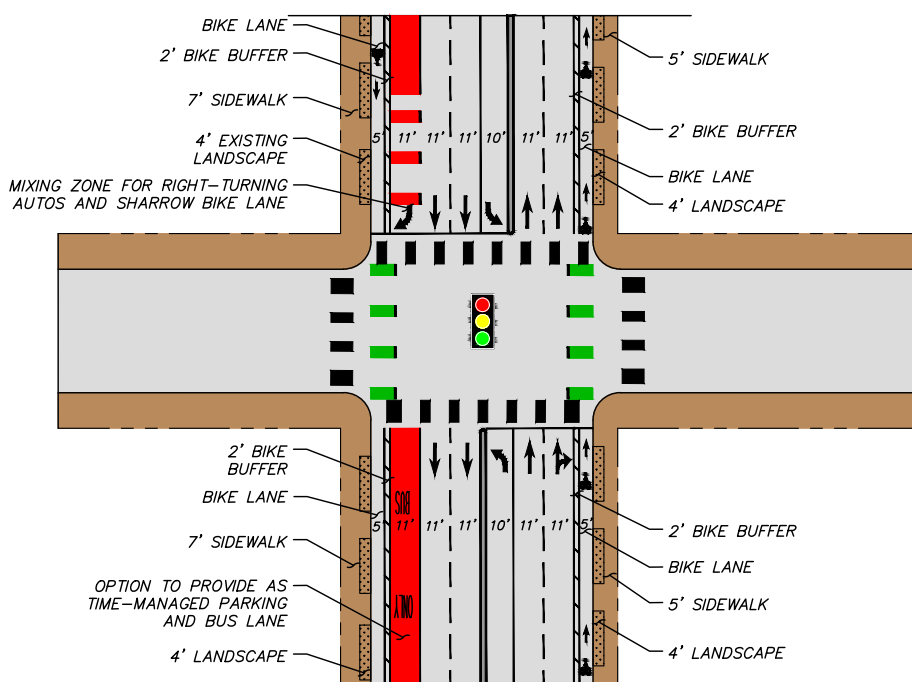
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

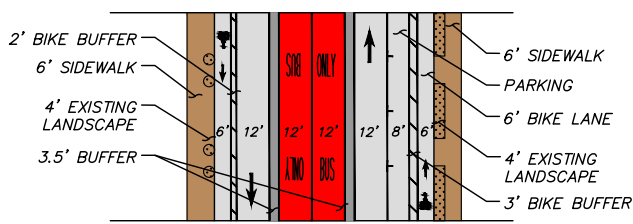


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

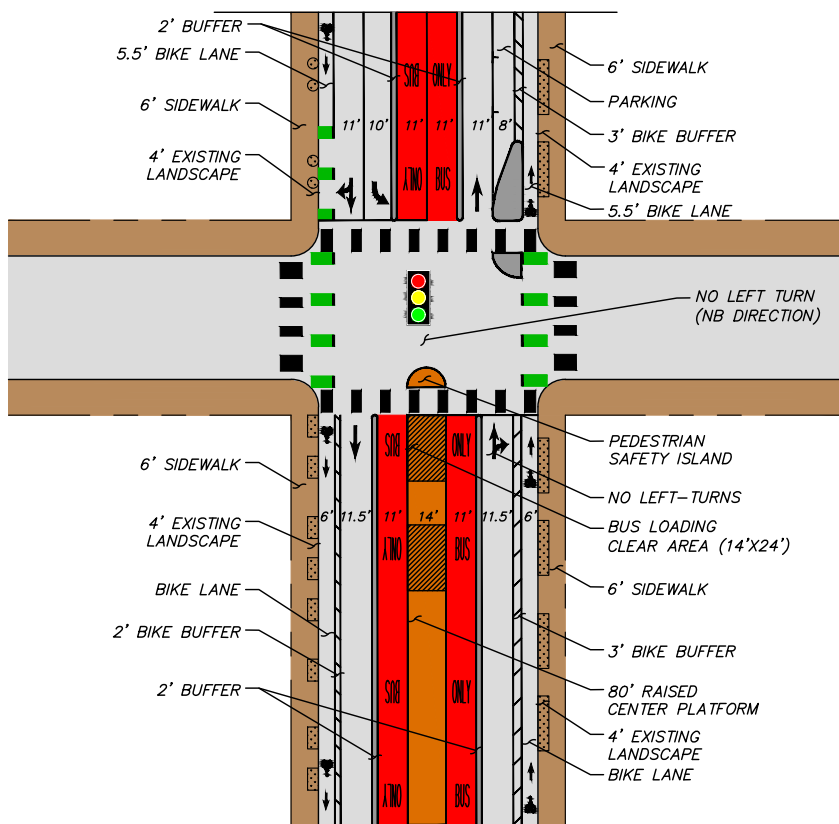


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

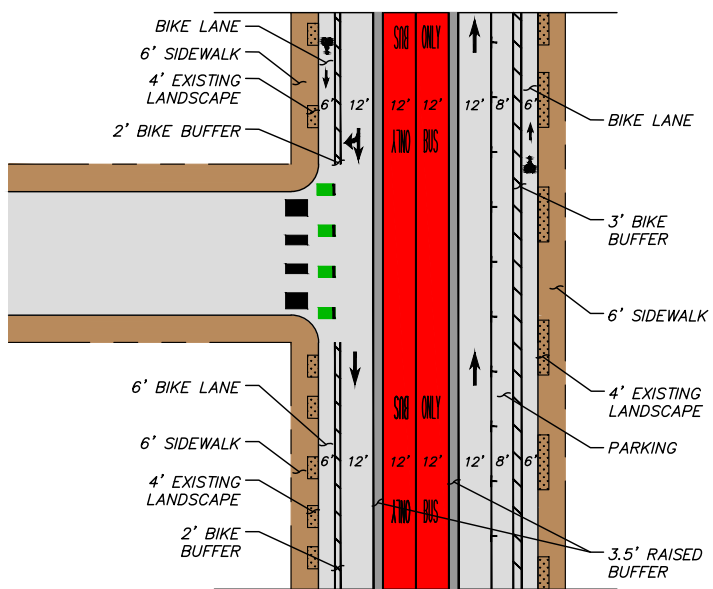
SEGMENT 6 - SAN PABLO - LOVEGROVE ST TO RUMRILL BLVD (83') ONE-DIRECTION SIDE-RUNNING TRANSIT LANE WITH BIKE LANES



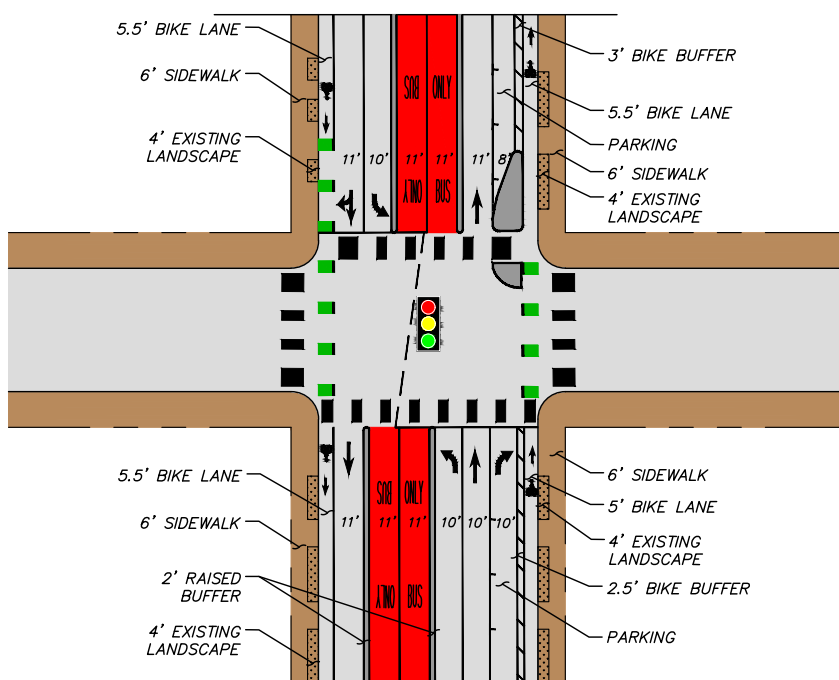
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION

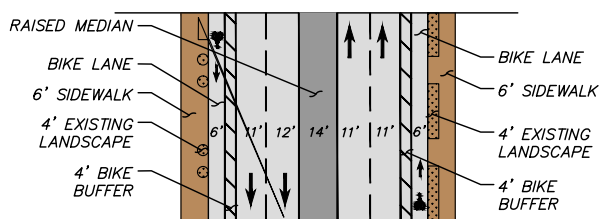


SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION

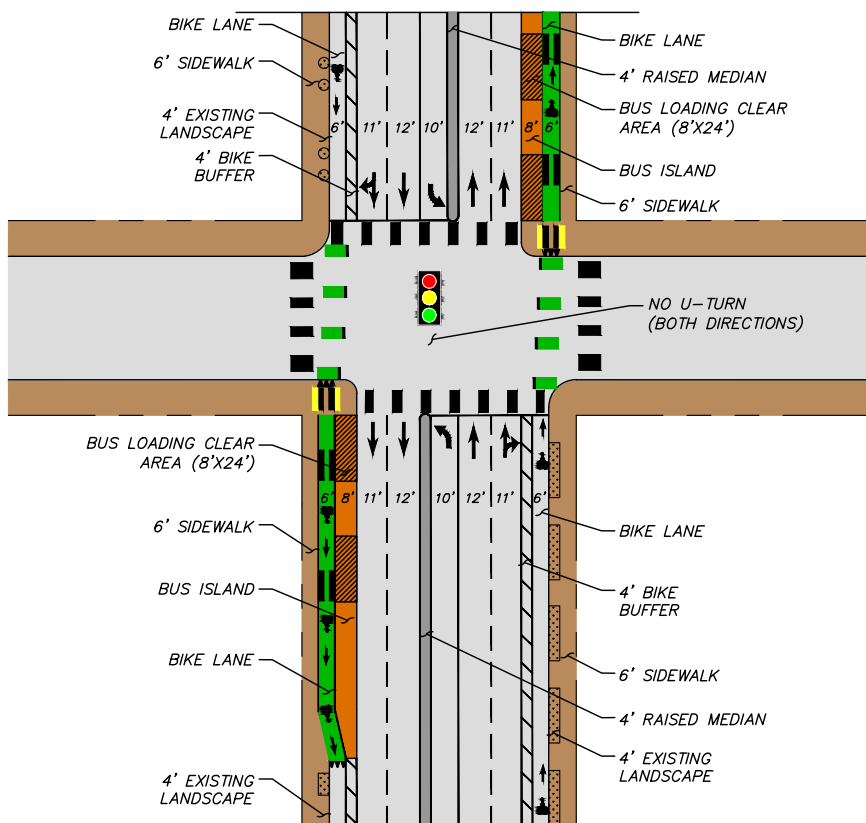


SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

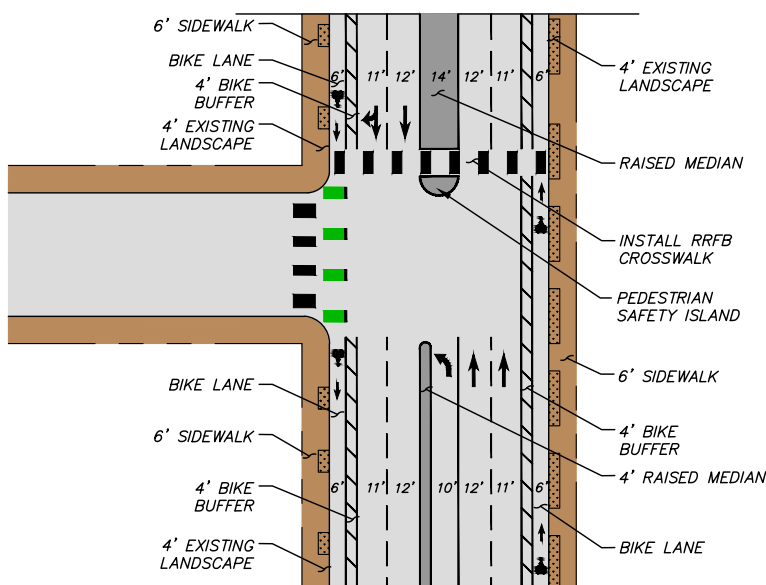
SEGMENT 7 - SAN PABLO/RICHMOND - LAKE ST TO RIVERS ST (86') CENTER-RUNNING TRANSIT LANE WITH PARKING



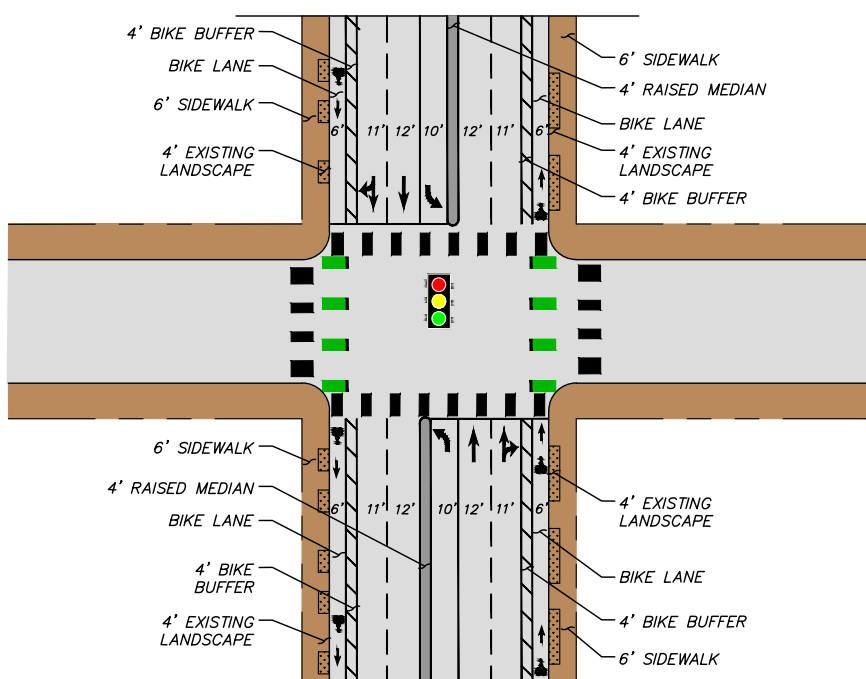
SCENARIO A - MID-BLOCK



SCENARIO B - SIGNALIZED
INTERSECTION
WITH STATION



SCENARIO C - UNSIGNALIZED
INTERSECTION
WITHOUT STATION



SCENARIO D - SIGNALIZED
INTERSECTION
WITHOUT STATION

SEGMENT 7 - SAN PABLO/RICHMOND - LAKE ST TO RIVERS ST (86')
NO TRANSIT LANE WITH BIKE LANES

PROTOTYPE CHARACTERISTICS

#	City Jurisdiction	Segment	Width	Prototype	Left Turn Capability	U-Turn Capability	Modal Interaction	Station Options
1	El Cerrito	Fairmount Ave to Eureka Ave	81'	Blue	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only.	Maintain U-turn where left-turn is allowed	Managed NB lane - Auto lane during PM peak - Parking all other time periods	Double-sided center island (left-hand) or split island (left-hand or right-hand)
				Green	Maintain left-turn pockets at all intersections	No U-turn at signalized intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus bulb
2	El Cerrito	Schmidt Ln to Potrero Ave	83'	Blue	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only.	Maintain U-turn where left-turn is allowed	Managed NB lane - Auto lane during PM peak - Parking all other time periods	Double-sided center island (left-hand) or split island (left-hand or right-hand)
				Green	Maintain left-turn pockets at all intersections	No U-turn at signalized intersections with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus bulb
3	El Cerrito/ Richmond	Wall Ave to I-80	80'	Blue	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only.	Maintain U-turn where left-turn is allowed	Mixing zone for right-turning autos and bikes at intersections	Double-sided center island (left-hand) or split island (left-hand or right-hand)
				Green	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus bulb
4	Richmond	Solano Ave to Rheem Ave	76'	Blue	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only.	No left-turn in one or both directions at stations. Left-turns limited to signalized intersections only	-	Double-sided center island (left-hand) or split island (left-hand or right-hand)
				Green	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
				Red	Maintain center turn lane and left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Right-turns weave across bus lanes at intersection approaches (little to no signal delay for transit)	Far-side bus bulb
5	San Pablo	Vale Rd to Road 20	70'	Blue	No left-turn for both directions at signalized intersection with station and unsignalized intersection	Maintain U-turn where left-turn is allowed	-	Single-boarding center island (left-hand) on each side of intersection or split island (left-hand or right-hand)
				Purple	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed	-	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Mixing zone for right-turning autos and buses at intersections	Far-side bus island with raised bike lane behind
6	San Pablo	Lovegrove St to Rummill Blvd	83'	Purple	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
				Green	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	Maintain U-turn where left-turn is allowed, except at intersections with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus bulb
7	San Pablo/Richmond	Lake St to Rivers St	86'	Blue	No left-turn for both directions at signalized intersection with station and unsignalized intersection	Maintain U-turn where left-turn is allowed, except at signalized intersection with station	-	Single-boarding center island (left-hand) on each side of intersection or split island (left-hand or right-hand)
				Purple	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	-	Far-side bus island with raised bike lane behind
				Red	Maintain left-turn pockets at all intersections	No U-turn at signalized intersection with station	Mixing zone for right-turning autos and buses or right-turning autos and bikes at intersections	Far-side bus island with raised bike lane behind

El Cerrito 2021

SUMMER BIKE CHALLENGE

Explore your town from the seat of a bike!



How to play:

BIKE! to as many squares as you can June 1 - Aug 31. Collect prizes along the way!

START!

Enter the iPad
Grand Prize
Drawing at
511cc.org/go

Farmers Market



Baxter
Creek
Gateway **PARK**



Cerrito
Vista
PARK



El Cerrito
PLAZA



Centennial
PARK



neighbor
CITY



Library



Sport
Court



Bring
a
ball



**CITY
HALL**

Your
SCHOOLS!
Elementary
+ Middle
+ High = **A+**



EL CERRITO

Recycling
Center



iPad Grand Prize

FREE Fun All Summer

Fun for all ages

START

It's free! Sign up online and be automatically entered in the Grand Prize drawing for an iPad:

511cc.org/go

RIDE

Enter by Aug. 31, 2021

Bike to as many Challenge Squares as you can. Can you clear the board?

FREE STUFF!

Bike to each square • Try to clear the board by August 31

Can't bike to certain Squares? That's ☹!
Substitute any square with a bike-able destination of your choice.

Date	Time (drop-in)	Bike to this location (look for the 511CC table)
June 8	10am-12pm	Centennial Park: win a free Jamba Juice gift card
June 15	9-11am	Baxter Creek Gateway Park: win a free Safeway gift card
July 6	1-3pm	Cerrito Vista Park: win a free Starbucks gift card

🚲 Free Stuff available for each pedaling cyclist, while supplies last.

BONUS! Weekly Prize Drawings

We'll email one *Bonus Bike Challenge* each week. You can reply to sbc@511cc.org with a selfie of you + your bike to be entered in weekly drawings for \$35 Amazon gift cards.

We ♥ Biking + Clean ☀️ Air + Fun 😎 #SBC

511CC follows county guidelines for COVID safety. Check 511cc.org/sbc for possible event changes due to COVID.

BIKE SAFE



PREDICTABLE



Obey SIGNALS



Ride on the RIGHT SIDE

Protect your brain!
WEAR a HELMET



#SummerBikeChallenge

Brought to you by



With funding from



Richmond 2021

SUMMER BIKE CHALLENGE

Explore your town from the seat of a bike!



How to play:

BIKE! to as many squares as you can June 1 - Aug 31. Collect prizes along the way!

START!

Enter the iPad
Grand Prize
Drawing at
511cc.org/go

Nicholl
Park

Miller/Knox
Regional Shoreline

POGO
Park

#1 Elm Playlot



Rosie
the
Riveter

National Historic
Park

DIRT
World

Bike Skills Park
Try it or *Spy* it!

neighbor
CITY

Library



- ✓ Main
- ✓ Bayview
- ✓ Westside


Sport
Court

Bring
a
ball

Booker T. Anderson Jr.

Park

Your
SCHOOLS!

Elementary
+ Middle
+ High = 

Downtown



iPad Grand Prize

FREE Fun All Summer

Fun for all ages

START

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511cc.org/go

RIDE

Enter by Aug. 31, 2021

Bike to as many Challenge Squares as you can. Can you clear the board?

FREE STUFF!

Bike to each square • Try to clear the board by August 31

Can't bike to certain Squares? That's ☹!
Substitute any square with a bike-able destination of your choice.

Date	Time (drop-in)	Bike to this location (look for the 511CC table)
June 24	12-2pm	Railroad Park: win a free Safeway gift card
July 2	12-2pm	Hanna Ranch Park: win a free Starbucks gift card
July 9	12-2pm	Bayfront Park: win a free Jamba Juice gift card

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BIKE SAFE



PREDICTABLE



Obey SIGNALS



Ride on the RIGHT SIDE

Protect your brain!
WEAR a HELMET



#SummerBikeChallenge

Brought to you by



With funding from



San Pablo 2021 SUMMER BIKE CHALLENGE

Explore your town from the seat of a bike!



How to play:
BIKE! to as many squares as you can June 1 - Aug 31. Collect prizes along the way!

START!
Enter the iPad
Grand Prize
Drawing at
511cc.org/go

Grocery Store
Corner Market

Davis PARK

New!
CITY HALL

Alvarado Adobe
+ Blume House

Wanlass Park

neighbor CITY

Library

Sport Court

Bring a ball
Have a ball

Contra Costa College

Your SCHOOLS!
Elementary
+ Middle
+ High =

Old Town

iPad Grand Prize
FREE Fun All Summer

Fun for all ages

START

It's free! Sign up online and be automatically entered in the Grand Prize drawing for an iPad:

511cc.org/go

RIDE

Enter by Aug. 31, 2021

Bike to as many Challenge Squares as you can. Can you clear the board?

FREE STUFF!

Bike to each square • Try to clear the board by August 31

Can't bike to certain Squares? That's ☹!
Substitute any square with a bike-able destination of your choice.

Date	Time (drop-in)	Bike to this location (look for the 511CC table)
June 17	12-2pm	Davis Park: Win a free Starbucks gift card
June 24	9-11am	Wanlass Park: Win a free Target gift card
July 9	9-11am	City Hall: Win a free Jamba Juice gift card

🚲 Free Stuff available for each pedaling cyclist, while supplies last.

BONUS! Weekly Prize Drawings

We'll email one *Bonus Bike Challenge* each week. You can reply to sbc@511cc.org with a selfie of you + your bike to be entered in weekly drawings for \$35 Amazon gift cards.

We ♥ Biking + Clean ☀️ Air + Fun 😎 #SBC

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BIKE SAFE



PREDICTABLE



Obey SIGNALS



Ride on the RIGHT SIDE

Protect your brain!
WEAR a HELMET



#SummerBikeChallenge

Brought to you by



With funding from



Pinole 2021

SUMMER BIKE CHALLENGE

Explore your town from the seat of a bike!



How to play:

BIKE! to as many squares as you can June 1 - Aug 31. Collect prizes along the way!

START!

Enter the iPad
Grand Prize
Drawing at
511cc.org/go

Farmers Market



Pinole Shores



PARKS

Pinole
Valley

Park



**Piñon
Park**



Louis
Francis
Park



neighbor
CITY



Library



**Sport
Court**




Bring
a ball
Have a ball



**CITY
HALL**

Your
SCHOOLS!

Elementary
+ Middle
+ High = 

Pinole
Historical
Society
Caboose

iPad Grand Prize

FREE Fun All Summer

Fun for all ages

START

It's free! Sign up online and be automatically entered in the Grand Prize drawing for an iPad:

511cc.org/go

RIDE

Enter by Aug. 31, 2021

Bike to as many Challenge Squares as you can. Can you clear the board?

FREE STUFF!

Bike to each square • Try to clear the board by August 31

Can't bike to certain Squares? That's ☹!
Substitute any square with a bike-able destination of your choice.

Date	Time (drop-in)	Bike to this location (look for the 511CC table)
June 17	9-11am	Louis Francis Park: Win a free Safeway gift card
July 2	9-11am	Pinon Park: Win a free Starbucks gift card
July 9	12-2pm	Bayfront Park: Win a free Jamba Juice gift card

🚲 Free Stuff available for each pedaling cyclist, while supplies last.

BONUS! Weekly Prize Drawings

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BIKE SAFE



PREDICTABLE



Obey SIGNALS



Ride on the RIGHT SIDE

Protect your brain!
WEAR a HELMET



#SummerBikeChallenge

Brought to you by



With funding from



Hercules 2021

SUMMER BIKE CHALLENGE

Explore your town from the seat of a bike!



How to play:

BIKE! to as many squares as you can June 1 - Aug 31. Collect prizes along the way!

START!

Enter the iPad
Grand Prize
Drawing at
511cc.org/go

Grocery
Store
Market
Corner

SHORELINE
PARK

Hanna
Ranch
Park

Railroad
Park

Refugio
Valley
Park

neighbor
CITY

Library

Sport
Court

Frog Pad
and
Duck Pond

Your
SCHOOLS!

San Francisco

BAY TRAIL

Bring
a ball
Have a ball

PARKS

Elementary
+ Middle
+ High =

iPad Grand Prize

FREE Fun All Summer

Fun for all ages

START

It's free! Sign up online and be automatically entered in the Grand Prize drawing for an iPad:

511cc.org/go

RIDE

Enter by Aug. 31, 2021

Bike to as many Challenge Squares as you can. Can you clear the board?

FREE STUFF!

Bike to each square • Try to clear the board by August 31

Can't bike to certain Squares? That's ☹!
Substitute any square with a bike-able destination of your choice.

Date	Time (drop-in)	Bike to this location (look for the 511CC table)
June 8	1-3pm	West Side Branch Library: Win a free Starbucks gift card
June 15	1-3pm	Bayview Branch Library: Win a free Target gift card
July 6	10am-12pm	Main Branch Library: Win a free Target gift card

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BIKE SAFE



PREDICTABLE



Obey SIGNALS



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WEAR a HELMET



#SummerBikeChallenge

Brought to you by



With funding from

