



## West County Action Plan for Routes of Regional Significance (September 2017)

### 1. Action Plan for Routes of Regional Significance: City of San Pablo Implementation Status

Action #	Action	City of San Pablo Status
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements along local routes, and to improve headways and expand bus service along important corridors in West County.	San Pablo continues to partner and work with WCCTAC on identifying funding opportunities for AC Transit service as part of the <i>High Capacity Transit Study</i> .
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access.	In August 2017, the City Council adopted a Bicycle and Pedestrian Master Plan for the City of San Pablo. Additionally, San Pablo is implementing two Complete Streets projects along San Pablo Avenue, and Rumrill Boulevard.
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas.	San Pablo coordinated with WCCTAC on development of the draft West Contra Costa High Capacity Transit Study Technical Memorandums and the PDA Planning Grant Draft Opportunity Sites Feasibility Analysis (Dec. 2015). The City of San Pablo has language in Section 17.54 of the Zoning Code that allows for a variety of parking waivers that support development that is close to existing transit (bus) stops. Additionally, shared parking opportunities are encouraged and allowed in mixed-use projects.
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers.	There are no park-n-ride lots in the City. Due to lack of use, San Pablo converted an unused park-n-ride lot located along San Pablo Avenue into new development that supports PDA goals.
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor.	There are no current active passenger rail studies underway for which the City of San Pablo is a participant.
7	Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects.	San Pablo participated in development of the <i>West Contra Costa Transportation Investment Study</i> .

9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities.	San Pablo participated in the update of the <i>2009 Countywide Bicycle and Pedestrian Plan</i> . The City also completed a Bicycle and Pedestrian Plan in 2017, which has served as a guide and reference for funding opportunities that support local and regional bicycle and pedestrian development.
10	Support WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times.	San Pablo promotes alternative modes of transportation for City residents and employees. The City has encouraged businesses to install bicycle racks for its employees and to utilize 511 Traveler Information.
11	Participate in the countywide Safe Routes to School needs assessment and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas.	San Pablo participated in CCTA's SR2S needs assessment for Downer Elementary School (2015). The City has also received TDA funds for the implementation of speed radar signs near Riverside Elementary School. The City was able to secure funding from Measure J-TLC program to develop a citywide SR2S master plan. The City will begin the development of the master plan in 2019.
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools.	San Pablo supported the County's SR2S efforts at Helms Middle School. There are plans to expand these efforts to include middle and high schools located within the City. The City secured funding for the development of a citywide SR2S master plan, which is planned for 2019. The County is a partner in the City's SR2S efforts and will be instrumental in the development of the citywide master plan.
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within priority development areas.	In August 2017, the City Council adopted a Bicycle and Pedestrian Master Plan for the City of San Pablo. Additionally, San Pablo is implementing two Complete Streets projects along San Pablo Avenue, and Rumrill Boulevard. The areas for future bicycle facilities include the larger, more heavily used streets, in San Pablo: San Pablo Avenue, San Pablo Dam Road, Rumrill Boulevard, 23rd Street, El Portal Road, Broadway, Church Road, and Vale Road.
14	Require new development projects provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County.	San Pablo continues to partner with local business to provide bike racks as part of WCCTAC's TDM initiative.

15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions.	San Pablo finalized the development of the Bike/Pedestrian Master Plan in 2017. Additionally, the City was awarded a Caltrans grant to develop a Systemic Safety Analysis report. This report will identify infrastructure and operational countermeasures to enhance pedestrian and bicycle access along select arterials. City staff commenced working with selected consultant in May 2017 and estimate report to be completed in 2019.
17	Improve pedestrian and bicycle access through freeway interchange areas.	San Pablo continues to partner with CCTA and Caltrans on preparation for construction of I-80 interchange improvements. Additionally, the City's Bike/Ped Plan was completed in 2017 and it evaluated and identified pedestrian and bicycle access issues near I-80, specifically on San Pablo Dam Road. The City continually seeks funding opportunities to improve the pedestrian and bicycle access through this freeway interchange area.
19	Plan and implement enhanced railroad crossing to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures.	San Pablo's FY 2015-2017 and FY 2018-2021 CIP includes a project for Giant Road quiet zone analysis.
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project.	San Pablo continues to participate in I-80 ICM stakeholders' meetings and entered into an MOU in support of project implementation. Additionally, the City constructed a server room to support ICM operations in 2016 and continues to monitor the project.
25	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities.	San Pablo continues to work with WCCTAC, local jurisdictions and CCTA to explore funding opportunities for the implementation of the N. Richmond Truck Route Study recommendations.
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions.	San Pablo developed a Bike/Pedestrian Master Plan in Summer 2017. This plan identified local bike routes that connect to the Bay Trail. Additionally, the City's San Pablo Ave. Complete Street project will connect to the Ohlone Greenway at the El Cerrito Del Norte BART Station and the Rumrill Blvd. Complete Streets

		project connects with the City of Richmond's project. Both projects are grant funded and are underway.
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance.	San Pablo was awarded a Pavement Management Technical Assistance Program (P-TAP) Round 18 grant in 2017. P-TAP provided the City with expertise in implementing and maintaining its pavement management program and the MTC StreetSaver software. Final report will be completed in 2018. City will also continue to explore non-LSM grant funding.
29	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents.	San Pablo supports WCCTAC's efforts to develop a West County Goods Movement Study that aligns with the Bay Area's Regional Goods Management Plan.
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions.	San Pablo continues to monitor development proposals and General Plan amendments.
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure.	San Pablo continues to explore State and Federal grant opportunities to increase revenue for maintenance of roads, bridges, transit, trails and associated infrastructure.
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies.	San Pablo continues to support use of the Contra Costa's and the region's 511 multi-modal Advanced Traveler Information System. In addition, San Pablo also hosts an annual bike station for Bike to Work Day in May to encourage reduction of single-occupant vehicle travel.
33	Support and implement the West County Sub-Regional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County.	San Pablo continues to administer collection of STMP fees to support West County capital improvements.
34	Improve the reliability and efficiency of bus service along San Pablo Avenue.	San Pablo participated in the development of the West County <i>High Capacity Transit Study</i> that identified several strategies to enhance transit service along San Pablo Ave. The City also supports AC Transit's efforts to optimize travel time reliability along the San Pablo corridor.

35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue.	San Pablo received OBAG 2 grant funding for implementation of the San Pablo Ave Complete Streets project. The San Pablo Complete Streets project will construct sidewalks and bicycle lanes between Rivers Street and Hilltop Drive. Design was completed in 2017 and project was put out to bid in fall 2017. Due to the high bids, project had to be rebid. Project expected to be underway in 2018 and completed in 2019.
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers.	San Pablo completed implementation of Measure J funded Wayfinding Signage project in 2016. This signage provides directional guidance to transit, bike routes, health services and major destinations. Public Works department monitors the maintenance of these signs.
42	Support completion of the Wildcat Creek Trail, including the Bay Trail to Ridge Trail connector.	San Pablo secured four grant funding sources in the amount of \$3,270,000 for the San Pablo Bay Greenway Trail Project in 2017, which will create 2,200 linear feet Class I bike and pedestrian trail between Church Lane and Vale Road adjacent to Wildcat Creek. This project supports local and regional plans to connect the Wildcat Creek Trail from Wildcat Canyon, filling in a Bay Trail gap.
43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP).	San Pablo has constructed a server room to support operations of the I-80 ICM project and other regional active transportation management strategies along the corridor.
44	Implement the recommendations of the specific plans along 23rd Street.	San Pablo estimates a General Plan Update to take place in FY 2019-2020. As part of this process, the language of the two Specific Plans (San Pablo Avenue, and 23rd Street) will be reviewed to bring these plans into compliance with the Plan Area boundary. Additionally, revisions to the two Specific Plans may be required due to potential state legislation regarding intensity and location requirements, as discussed in SB50, and to address the requirements of the CASA Compact adopted by Bay Area Metro (formerly two separate regional planning agencies, ABAG and MTC).
46	Participate in a study of high-occupancy transit options in the I-80 corridor in West County.	San Pablo served as a stakeholder in the WCCTAC- led <i>High Capacity Transit Study</i> finalized in May 2017.

49.	Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities.	San Pablo installed two (2) Electric Vehicle (EV) stations in 2015 in the City Hall parking lot and has managed the maintenance and operations of the stations. Given that the area has limited EV stations, the ports are used daily. On average, the ports were utilized 10 hours per day in 2016 and 13 hours per day in 2017.
50.	Implement the Express Bus recommendations from the West County High Capacity Transit Study	Pablo continues to support, coordinate and strategize with WCCTAC to implement the Express Bus recommendations in the <i>West County High Capacity Transit Study</i> .
51.	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	San Pablo continues to support, coordinate and strategize with WCCTAC to implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations in the <i>West County High Capacity Transit Study</i> .
52.	Implement the 23 <sup>rd</sup> Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	San Pablo continues to support, coordinate and strategize with WCCTAC to implement the 23 <sup>rd</sup> Street Bus Rapid Transit recommendations in the <i>West County High Capacity Transit Study</i> .
54.	Participate in the San Pablo Avenue Multimodal Corridor Project	San Pablo received OBAG 2 grant funding for implementation of the San Pablo Ave Complete Streets project. The San Pablo Complete Streets project will construct sidewalks and bicycle lanes between Rivers Street and Hilltop Drive. This project addresses elements which are included in the San Pablo Multimodal Corridor Study, such as <i>Implement Complete Streets</i> and <i>Improve Safety</i> along this critical inter-jurisdictional arterial corridor.



**Measure J GMP Checklist – City of San Pablo**  
**Projects with General Plan Amendments approved in Calendar Years 2016 or 2017**

Project Name and Address	Type of CEQA Adopted	Traffic Study Prepared?	Legal Ad or Public Notice	General Plan Amendment or Specific Plan	Year Approved
2000 Vale Road, Doctor's Medical Center General Plan and Specific Plan Amendments and Rezoning	Mitigated Negative Declaration	Yes.	Yes. See attached.	Yes, both a General Plan and Specific Plan Amendment were approved as part of the project.	January 2016 by the City Council
General Plan and Specific Plan Amendments and Rezoning at 13831 San Pablo Avenue (existing City Hall site)	Mitigated Negative Declaration	Yes.	Yes. See attached.	Yes, both a General Plan and Specific Plan Amendment were approved as part of the project.	September 2017 by the City Council

An Addendum to the 2011 San Pablo Avenue Specific Plan EIR (EIR) was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15164 to meet the City's obligation to comply with the CEQA prior to considering the proposed General Plan and Specific Plan amendments. The proposed project effects would be no greater than the baseline DMC effects as assumed in the environmental setting; substantial changes have not occurred to the environmental and regulatory conditions assumed in Specific Plan EIR at the time it was certified in 2011; no new significant impacts or more severe impacts than identified in the specific plan EIR. Therefore, preparation of a subsequent EIR or negative declaration is not necessary.

A Mitigated Negative Declaration (MND) was adopted by the City Council in September 2017. The MND illustrated that the project would generate a slight increase in PM peak hour trips over the existing city hall and a decrease in AM peak hour trips. Overall, the project would generate approximately 3,270 daily trips as opposed to the existing 1,300 trips. The PM peak increases would not exceed the level of service threshold and therefore no mitigation measures are required.