

City of San Pablo adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development

Urban Design

Implementing Policies

LU-I-1: Amend the Zoning Ordinance to implement new General Plan land use designations and promote Transit-Oriented Development (TOD) at appropriate locations.

Community Design

Guiding Policies

LU-G-3: Preserve and strengthen the City's overall image and create a safe, walkable and attractive urban environment for current and future generations of residents.

Implementing Policies

LU-I-8: Provide incentives for new pedestrian-friendly anchor retail at important road intersections to attract retail clientele and maximize foot traffic.

LU-I-11: Enhance the City's unique identity and image by adopting a consistent palette of landscaping, street trees, lighting, and signage within the public right-of-way for neighborhood and street improvements.

Residential Neighborhoods

Implementing Policies

LU-I-13: Ensure the new development in or adjacent to established neighborhoods is compatible in scale and character with the surrounding area by:

- ☐ Promoting a transition in scale and architecture character between new buildings and established neighborhoods; and
- ☐ Requiring pedestrian circulation and vehicular routes to be well integrated.

Mixed Use

Guiding Policies

LU-G-6: Promote site sensitive design and pedestrian oriented activities in mixed-use development

Implementing Policies

LU-I-19: Require pedestrian-oriented amenities and design in mixed use areas, such as outdoor seating, plazas, public art, ground floor retail, and waiting areas (benches and shelters).

Special Planning Subareas

San Pablo is divided into four subareas: San Pablo Ave, Rumrill Blvd, San Pablo Dam Road, and 23rd St. In addition to city-wide policies based on land use designations, the Land Use Element also contains policies specific to the subareas.

Guiding Policies

LU-G-11: Recognize the importance of mixed-use areas along San Pablo Avenue, San Pablo Dam Road, 23rd Street, and Rumrill Boulevard to the vitality and quality of life in San Pablo.

Implementing Policies – San Pablo Avenue

LU-I-40: Use design guidelines established by the San Pablo Avenue Specific Plan for development review in the San Pablo Corridor.

Implementing Policies – San Pablo Dam Road

LU-I-46: Improve pedestrian access within the hillside neighborhood, its connection to the regional park system, and connections to the Entertainment District across the I-80 overpass.

Implementing Policies – 23rd Street

LU-I-47: Use the development standards and design guidelines established by the 23rd Street Specific Area Plan for development review along 23rd Street.

LU-I-49: Strengthen Market Avenue's relationship and connection to 23rd Street by identifying the intersection as both nodes of commerce and social activities through the installation of plazas, street furniture, and public transit facilities/stops.

Circulation

The circulation element ensures an efficient circulation system for all road users. The City is committed to designing a multi-modal system of regional routes, local roads, public transit, and bicycle and pedestrian routes that will enhance the community and protect the environment.

Street Design Standards

Guiding Principles

C-G-1: Develop a transportation system that meets the needs of all segments of the community, including residents, businesses, visitors, and the region.

C-G-2: Protect the character of local residential streets.

Implementing Policies

C-I-1: Design and operate city streets based on a "Complete Streets" Concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.

C-I-2: Include "Complete Streets" considerations in the design of all circulation improvement projects.

C-I-5: Install traffic calming devices, such as signage, road bulbs (also called curb extensions), chicanes, raised crosswalks, and speed humps, as needed and appropriate in existing neighborhoods.

Bicycle and Pedestrian Circulation

Guiding Policies

C-G-5: Develop a safe and comprehensive bicycle and pedestrian network.

Implementing Policies

C-I-14: Expand and maintain a safe and comprehensive bicycle system that connects the City's neighborhoods to regional bicycle routes.

C-I-16: Require provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.

C-I-18: Adopt a Bicycle Master Plan to enhance bicycle circulation and planning, based on the route network and the Contra Costa Countywide Bicycle and Pedestrian Plan.

C-I-19: Use brightly-colored paint or a one-foot buffer strip along bicycle routes to provide a visual signal to drivers to watch out for bicyclists and nurture a “share the lane” ethic. Start with areas of town where automobile-bicycle collisions have occurred in the past, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol.

C-I-21: Work with the City of Richmond and Contra Costa County to develop safe and clearly marked pedestrian and bicycle linkages from downtown San Pablo to the Bay Trail. Improvements should connect Contra Costa College to the Wildcat Creek bikeway west of Davis Park to Alvarado Park east of the city.

C-I-22: To maintain walkability and pedestrian safety, consider reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian countdown signals.

C-I-23: Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and universal design concepts.

C-I-24: In mixed-use areas or other areas with high pedestrian traffic, provide mid-block pedestrian crossings, where feasible, to create more direct walking routes and slow vehicle speeds.

Air Quality and Climate Change

Guiding Policies

OSC-G-7: Protect and improve the air quality of San Pablo.

OSC-G-8: Reduce emissions of greenhouse gases that contribute to global climate change.

Implementing Policies

OSC-I-25: Support non-polluting transportation modes and opportunities (i.e. pedestrian, bike, carpooling opportunities and public transit improvements) as specified in the Circulation Element.

Health

The Health Element brings together community opinion and experiences, health data, and literature on the effects of the built, natural, and social environment on health. Guiding and implementing policies that relate to the San Pablo Bicycle and Pedestrian Master Plan are listed below.

Healthy Transportation and Physical Activity

Guiding Policies

HEA-G-1: Ensure that all San Pablo residents have access to a variety of transportation and physical activity options that enhance health and that work for diverse lifestyles, incomes, and abilities.

HEA-G-2: Achieve more walkable, livable neighborhoods by expanding the multimodal transportation system and creating a safe, pedestrian-oriented environment.

Implementing Policies

HEA-I-1: Implement street design features that facilitate walking and biking in both new and established areas. Require a minimum standard of these features for new developments.

HEA-I-2: Improve signage directing residents and visitors to public parks and recreational facilities from all parts of the community. Integrate parks signage with bikeway and pedestrian-oriented signage throughout San Pablo.

HEA-I-3: Improve the conditions for youth walking and bicycling in areas surrounding schools by working with the Contra Costa Health Services and the school district to implement the Safe Routes to School program that is already underway. Participate in the necessary assessments and prioritize identified Safe Routes to School infrastructure improvements in annual transportation improvements budgets.

HEA-I-4: Act as a model to other large employers by selecting and implementing a suite of transportation demand management (TDM) programs designed to reduce single-occupant vehicle trips and overall vehicle emissions generated by trips that start or end in San Pablo. Programs may include, but are not limited to:

- ☐ Installation of showers, lockers, and secure bicycle parking facilities in city-owned buildings;
- ☐ Designation of preferred parking spaces for carpools, carshare programs, and clean fuel vehicles; and
- ☐ Provision of transit benefits that reduce direct employee public transportation costs.

HEA-I-7: Work with interested community members and organizations to plan and develop an exercise circuit that takes advantage of existing parks, creeks, and other pedestrian infrastructure. The course should be clearly marked, and contain simple stations and diagrams for self-guided training.

Access to Services and Planning for People First

Guiding Policies

HEA-D-5: Create complete neighborhoods with access to a range of day-to-day goods and services within walking distance, including medical facilities, community services, youth programs, and employment opportunities, and to increase the sense of social cohesion among residents.

Crime Reduction and Perceptions of Safety

Guiding Policies

HEA-G-6: Use the built environment and city planning tools to deter crime, increase respect for neighbors and property, and improve the public perception of safety throughout the community.

Implementing Policies

HEA-I-34: Incorporate Crime Prevention Through Environmental Design principles and best practices into the Zoning Ordinance and project review procedures for new development and major renovations. Guidelines and checklists should include concepts such as:

- ☐ Natural Surveillance, e.g. orient building and windows to provide maximum surveillance of exterior areas, and locate entryways such that they are visible to adjacent neighbors or passerby;
- ☐ Natural Access Control, e.g. use landscaping such as low hedges and flowerbeds to identify points of entry and movement on property, and use signage and symbolic barriers to direct vehicular and pedestrian traffic;

- Natural Territorial Reinforcement, e.g. use thorny or thick plant materials in perimeter landscape areas to discourage cutting through parking areas, trampling vegetation, approaching ground floor windows or climbing fences and walls;
- Maintenance, e.g. make it easier to maintain property by recommending graffiti-resistant surface materials, vandal-proof lighting, and landscaping selected for durability and easy maintenance;
- Shared Facilities, e.g. promote activity in public areas throughout the day by coordinating shared uses of facilities (parking lots, parks, sports fields).

HEA-I-37: Ensure that San Pablo has minimum illumination standards for streetlights and, if necessary, update the standards to reflect best practices for safety lighting.

TLU2: Reduce Vehicle Miles Traveled (VMT) by 3% by increasing walking and bicycle ridership.

□ Strategy TLU 2.1: Bicycle and Pedestrian Plan – Develop a Bicycle and Pedestrian Plan to expand and improve the City’s bicycle and pedestrian infrastructure, including addressing current mobility gaps, creating more bike lanes and boulevards, more secure bicycle parking and by developing design standards to enhance the pedestrian environment and increase connectivity.

TLU3: Develop car-free outreach and education campaigns specific to San Pablo.

- Strategy TLU 3.1: Commuter Incentive Programs – Partner with businesses to develop trip reduction outreach programs and alternative transportation incentives for employees.
- Strategy TLU 3.2: Public Outreach & Education Campaign – Develop community education and outreach strategy to promote alternative modes of transportation for daily activities and provide information on incentive programs.

Corridor Plans and Policies

Rumrill/13th St Complete Streets Study (2015)

The study area for the Rumrill/13th Street Complete Study encompasses the length of Rumrill Boulevard through the City of San Pablo and 13th Street through the City of Richmond. San Pablo has received funding to implement a section of the project on Rumrill Boulevard from the City of Richmond border to Market Street. Rumrill Boulevard serves as an important corridor, connecting Central Richmond and the Richmond BART stations to key commercial nodes and destinations in San Pablo. Concerns and needs were identified through a series of community workshops, outreach to businesses, and review of existing conditions included: sidewalk gaps, unsafe or limited crossing opportunities, lack of bicycle facilities, discomfort at transit stops, and heavy auto and truck volumes. Three alternatives were developed, and the preferred alternative to be implemented over the subsequent one to two years includes:

- Lane reduction with space reallocated to pedestrian, bus rider, and bicycle improvements
- New marked crosswalks with refuges, high visibility ladder striping, and shorter crossing distances
- Sidewalk repairs
- Pedestrian scale lighting throughout the corridor
- Cycle tracks
- Bicycle parking throughout the corridor

☐ Bus shelters and far side bus stops

San Pablo Avenue Complete Streets Study (2013)

The San Pablo Avenue Complete Streets Study is focused on improving multimodal access, safety, and connections along the San Pablo corridor by identifying needs and prioritizing improvements to facilitate pedestrian, bicycle, and transit trips. The study area encompasses San Pablo Ave between Hilltop Drive and Rivers St, running through both cities of San Pablo and Richmond. The review of existing conditions and needs assessment revealed high vehicular speeds, wide vehicle lanes, sidewalk gaps, limited intersection crossings, pedestrian visibility issues, and lack of bicycle facilities. Final plans include extending the project to Rumrill Boulevard. The project will include:

- ☐ Class 2 bicycle lanes
- ☐ Sidewalk
- ☐ Traffic Signal
- ☐ Replacement of slip lane with a right turn pocket

In August 2017, the City adopted a Bicycle and Pedestrian Master Plan (BPMP). This document identifies where new or enhanced features that promote safer and more comprehensive policies and projects to promote bicycle and pedestrian activity within San Pablo. The City continues to search for additional funding opportunities to implement the programs and projects in the BPMP. The City of San Pablo received \$25,000 from the Contra Costa Transportation Authority (CCTA) and \$77,500 from the Metropolitan Transportation Commission (MTC) to prepare and complete the BPMP.