ALAMEDA County Transportation Commission
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Programs and Projects Committee Meeting Agenda
Monday, September 14, 2020, 10:00 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Committee Chair:	Carol Dutra-Vernaci, City of Union City	Executive Director	Tess Lengyel
Vice Chair:	Rebecca Saltzman, BART	Staff Liaison:	Gary Huisingh
Members:	Wilma Chan, Scott Haggerty, David Haubert, John Marchand, Lily Mei, Nate Miley, Sheng Thao	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information:	https://zoom.us/j/94679338490?pwd=NENwNzBvN1RLV3YxcFlFRWNxTWhyZz09 **Webinar ID: 946 7933 8490** **Password: 671619**
For Public Access Dial-in Information:	**(669) 900-6833** **Webinar ID: 946 7933 8490** **Password: 671619**

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: vlee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

		Page	Action
4.1.	Approve July 13, 2020 PPC Meeting Minutes	1	A

5. Regular Matters

		Page	Action
5.1.	Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project	5	A
5.2.	Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project	17	A
5.3.	Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee	23	A

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, October 12, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.

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Alameda CTC Schedule of Upcoming Meetings
September and October 2020

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 24, 2020 October 22, 2020
9:00 a.m.	Multi-Modal Committee (MMC)	October 12, 2020
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
1:00 p.m.	Audit Committee	October 22, 2020

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	October 8, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the Alameda CTC website. Meetings subject to change.

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioner Chan.

   Commissioner Dutra-Vernaci congratulated Commissioner Haggerty for being honored by the California Transportation Foundation for the Person of the Year Award.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approve May 11, 2020 PPC Meeting Minutes**
   - **4.2. Approve an Amendment to the Co-op with Caltrans for State Route 84 Expressway and State Route 84/Interstate 680 Interchange Improvements Project**
   - **4.3. Approve the Administrative Amendment to Grant Funding Agreement to extend agreement expiration date**

   Commissioner Marchand moved to approve the Consent Calendar. Commissioner Saltzman seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

5. **Regular Matters**
   - **5.1. Approve COVID-19 Rapid Response Bicycle and Pedestrian Grant Program**

   Tess Lengyel recommended that the Commission approve the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program. She noted that Alameda CTC is being proactive in supporting local jurisdictions strategies to implement quick-build transportation measures to serve the present need for socially distanced walking and bicycling throughout local communities and business districts in light of the Coronavirus pandemic. Vivek Bhat stated that the program proposes to make up to $1.125M available in local Bicycle and Pedestrian Measure B sales tax funds to support local jurisdictions efforts to respond to the COVID-19 impacts. Alameda CTC designated the non-competitive funding opportunity for quick-build transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses and the community. All eligible jurisdictions that propose an eligible project with the required matching funds (50 percent) will receive program funding. Mr. Bhat noted that based on the Commission's Small Cities Program Policy, it's not

required for the smaller jurisdictions of Albany, Emeryville and Piedmont to have matching funds. The Program offers eligible recipients a single, maximum grant award of up to $75,000 for bicycle and pedestrian transportation improvements that achieve the program goals.

Commissioner Saltzman asked why the distribution of funds is the same for all cities and why Alameda CTC did not allocate the funds based on population. Mr. Bhat stated that the intent of the program was to provide an economic boost and considering that all cities have been equally impacted by the pandemic, staff's recommendation was to provide a like amount for all cities. Ms. Lengyel also noted that the agency wants to create a quick-response program to the jurisdictions to provide relief.

Commissioner Bauters strongly disagreed with using population to determine the allocation of funding and he noted that a formula using population is inequitable for the smaller cities who are heavily impacted.

Commissioner Mei stated that Fremont is the second largest city in Alameda County and she disagreed with using population to determine the allocation of funding.

Commissioner Marchand also disagreed with using population to determine the allocation of funding for the City of Livermore.

Commissioner Bauters moved to approve this item. Commissioner Cutter seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

5.2. Approve actions necessary to facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program

Kristen Villanueva and Scott Shepard recommended that the Commission approve and authorize the Executive Director to execute two Professional Services Agreements for the Rail Safety Enhancement Program (RSEP): A20-0013 with TY Lin International for a negotiated amount, not to exceed $1.59 million for Program Management Oversight (PMO); and A20-0014 with Kimley-Horn and Associates, Inc. for a negotiated amount, not to exceed $3.86 million for Environmental and Design services.

Ms. Villanueva stated that Alameda County has high volumes of freight and passenger rail activity, near residential neighborhoods, schools and commercial districts. The Federal Railroad Administration identified Alameda County as having the fourth highest number of trespassing fatalities at railroad rights of way in the nation. The RSEP will address existing safety issues along rail tracks and mitigate against future safety issues as rail service increases by constructing

safety projects at at-grade crossings throughout the county. Staff worked with the Alameda County Technical Advisory Committee partners to create a grade crossing framework, prioritizing 133 crossings in the county and creating a short list of 56 crossings to focus on. Alameda CTC developed safety upgrade opportunities for the highest need crossings, which resulted in the RSEP. Scott Shepard reviewed the key milestones to date, the delivery plan, and future actions.

Commissioner Mei asked if there is additional outreach or public service announcements for this effort. Ms. Lengyel stated that the RSEP is part of the Safe Routes to Schools Program and staff is working with schools to determine the best communications method during this time.

Commissioner Marchand moved to approve this item. Commissioner Mei seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

5.3. Award the Construction of Landscaping at Marina Boulevard and Davis Street Interchanges Contract to Bortolussi & Watkin, Inc.

Trinity Nguyen recommended that the Commission authorize the Executive Director to execute a contract with the lowest responsive and responsible bidder, Bortolussi & Watkin, Inc. in the amount of $1,495,898 for the construction of Landscaping at Marina Boulevard and Davis Street Interchanges Project (PN 1376001) in San Leandro. She stated that upon Commission approval, construction would begin in August 2020 with Alameda CTC acting as the implementing agency for the project.

Commissioner Cutter expressed her support for the project and stated that her community is pleased with the follow through on this project.

Commissioner Cutter moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

5.4. Approve actions necessary to initiate and complete the preparation of Plans, Specifications, and Estimate (PS&E) and Construction Contract Documents for the I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West) Project

Tess Lengyel recommended that the Commission re-allocate $5M of previously approved Measure BB funds from the scoping and Project Approval and Environmental Document (PA&ED) phases, to the Plans, Specifications and Estimates (PS&E) phase of the I-880 Interchange Improvements Project; allocate $10.25M of Measure BB funds from 2014 Transportation Expenditure Plan (TEP) Projects 38 and 39 ($5.125M from TEP-38 and $5.125M from TEP-39), to the PS&E phase of the Project; authorize staff to issue a Request for Proposals (RFP) for professional services for the preparation of the PS&E and Construction Contract Documents, and authorize the Executive Director to negotiate with the top ranked firms; and authorize the Executive Director to execute all necessary agreements for the delivery of the PS&E and the construction contract documents.

Commissioner Bauters moved to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following roll call votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

5.5. Approve Amendment No. 2 to Agreement A18-0040 with Oberkamper & Associates for the I-880/Mission Boulevard (Route 262) Interchange Project for Right-of-Way closeout

Tess Lengyel recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to Agreement A18-0040 with Oberkamper & Associates (Oberkamper) for additional budget of $45,000 for a total not-to-exceed amount of $245,000 to provide Right-of-Way (ROW) closeout services for the I-880/Mission Boulevard (Route 262) Interchange Project (PN 1174000).

Commissioner Mei moved to approve this item. Commissioner Marchand seconded the motion. The motion passed with the following roll votes:

Yes:	*Bauters, Cutter, Dutra-Vernaci, Haggerty, Haubert, Marchand, Mei, Miley, Saltzman, Thao*
No:	*None*
Abstain:	*None*
Absent:	*Chan*

6. Committee Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:
Date/Time: Monday, September 14, 2020 at 10:00 a.m.

DATE:	September 4, 2020
TO:	Programs and Projects Committee
FROM:	Trinity Nguyen, Director of Project Delivery Susan Chang, Project Manager
SUBJECT:	Approve actions necessary to facilitate project advancement into the construction phase for the I-80 Gilman Interchange Improvement Project and adopt a Resolution in support of right-of-way acquisition for the I-80 Gilman Interchange Improvement Project

Recommendation

It is recommended that the Commission approve the following actions related to the I-80 Gilman Interchange Improvement Project (Project):

1. Adopt Resolution #20-010 agreeing to hear resolutions of necessity (RON) should an eminent domain action be required to acquire property for construction of Phase 2 of the Project. This requires a four-fifths affirmative vote by the Commission (18 Members or Alternatives); and
2. Authorize the Executive Director or designee to execute Amendment No. 6 to Professional Services Agreement No. A15-0034 with Parsons Transportation Group, Inc. (PTG) for an additional amount of $1,453,000 for a total not-to-exceed amount of $11,673,000 and a 30-month time extension to complete the design for Phase 2 of the Project, inclusive of right-of-way (R/W) acquisition and bid support services, and to provide design support services during construction and through project completion.

Summary

The I-80 Gilman Interchange Improvements Project is a named capital project in the 2014 Transportation Expenditure Plan. The Project proposes to reconfigure the I-80 Gilman Interchange, located in the City of Berkeley near its northwest boundary with the City of Albany to improve mobility through the Gilman Street corridor and close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange. The primary project elements include a pair of roundabouts and a new bicycle/pedestrian bridge overcrossing (POC) on I-80 just south of the Gilman Street Interchange. Alameda CTC and Caltrans are cooperatively delivering the project. Alameda CTC is the project sponsor and

implementing Agency for the design and R/W phases. Caltrans is the facility owner and implementing Agency for the construction phase.

Through a cooperative agreement with Caltrans, Alameda CTC is overseeing the acquisition of right of way for the Project. The Project requires fee and easements rights from several parcels. Staff is currently making every effort to negotiate with the property owners to acquire property rights through a negotiated voluntary acquisition process. In the event that staff is unable to negotiate the acquisition of real property interests necessary for the Project, it will be necessary to initiate an eminent domain action. California State policies and statutes require that the local transportation agency oversee this process, and further requires that the local agency adopt by a four-fifths vote a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity (RONs) to acquire real property for a project relating to a state highway, if any are necessary. Adoption of Resolution 20-010 is necessary to allow Alameda CTC to proceed to a Resolutions of Necessity (RON) process in the event staff is unable to acquire property rights through negotiations.

PTG is the Design Engineer of Record and its team also provides R/W engineering and acquisition support for the Project. Authorization of Amendment No. 6 to Professional Services Agreement No. A15-0034 with PTG for an additional amount of $1,453,000, for a total not-to-exceed amount of $11,673,000 and a 30-month time extension will provide the resources and time necessary to complete the design package and support the R/W acquisition process for Phase 2 and provide continued design support services through construction and project completion. The amendment would be funded from a combination of previously allocated Measure BB funds and other local funds.

Background

Alameda CTC is the implementing agency for the Project located in the City of Berkeley near its northwest boundary with the City of Albany. The purpose of the Project is to improve multimodal circulation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation.

The main project elements include a pair of roundabouts and a new bicycle/pedestrian bridge over I-80. In total, the Project will provide approximately 2.0 miles of new or improved bicycle/pedestrian components. These include Class I, II, III, and IV bike lanes that provide access to and from the overcrossing to the Bay Trail, nearby recreational facilities and surrounding businesses. Additional project details are provided in Attachment A.

The total estimated Project cost is $61,724,000 and in addition to $14,400,000 of Measure BB authorized by the Commission, a total of $47,324,000 in Federal, State, and other Local funds have been secured for the Project. The majority of the construction phase funds are from

State sources, including $4,152,000 of ATP and $41,229,000 of STIP funding, and requires authorization by the CTC.

In June 2015, under a competitive selection process, Alameda CTC selected PTG to provide preliminary engineering, environmental studies, and final design services. The resulting Professional Services Agreement No. A15-0034, as approved by the Commission, authorized PTG to provide services for the environmental phase. A public open house was held in April 2016 and in January 2019 the draft environmental document for a refined single alternative was released. It was supported by the cities of Berkeley and Albany, Caltrans, Golden Gate Fields, and Albany Strollers and Rollers. On June 30, 2019, Caltrans approved the environmental document (Environmental Assessment/Finding of No Significant Impact). PTG completed the environmental phase services with a $4,270,000 budget. This is within the expected cost for a project of this size and complexity.

In July 2017, Alameda CTC submitted its project funding application to MTC's Cycle 3 ATP call for projects and in December 2017, was awarded $4,152,000 in funding from the 2017 Regional ATP Augmentation. In order to accelerate the project schedule and minimize the risks associated with meeting the ATP funding delivery schedule, in May 2018, the Commission authorized staff to perform preliminary engineering and design while the environmental process was finalized.

In partnership with Caltrans, a phasing strategy was developed and implemented in March 2020. Phase 1 would construct the POC with full independent utility and Phase 2 would construct the two roundabouts at the Gilman Interchange and the associated connecting elements including the safety improvements at the UPRR crossing on Gilman Street and the Golden Gate extension roadway. The phasing strategy would allow for the Project to meet the ATP funding deadline as well as more time to thoroughly and fully conduct R/W negotiations with impacted owners.

The decision to phase the Project was timely in light of the Shelter in Place order which took effect on March 16, 2020 in Alameda County. Despite the inefficiencies of performing virtual project plan reviews and coordination difficulties for in person field meetings, Caltrans reviewed and approved the Phase 1 Ready to List (RTL) package on June 30, 2020 and the CTC at its August 13, 2020 meeting approved $20,968,000 to construct Phase 1. The remaining Phase 1 delivery milestones are as follows:

- Construction Advertisement– Late September 2020/Early October 2020
- Construction Contract Award – December 2020/January 2021
- Construction Anticipated Complete – Summer 2023

The Phase 2 work includes many unique elements including railroad safety elements at Gilman Street, an architectural curtain wall underneath I-80 at Gilman, two roundabouts and one mile of bicycle/pedestrian facility improvements to connect the many businesses and public facilities in the area. Additionally, two partnership elements have been included into the Project scope and costs: a City of Berkeley sewer line and an East Bay Municipal Utility District recycled water line. Each entity has committed to fully fund the construction of its

respective facility and are concurrently seeking authorization with their respective agencies. Funding agreements are anticipated to be executed by October 2020.

The R/W for Phase 2 impacts parcels with three public agencies, five private property owners and three utility owners. To date, tentative agreements have been reached with 9 of the 11 entities and drafting of final agreements are in process. Negotiations have been ongoing since February 2020 with the two remaining entities. It is anticipated that resolution on the remaining issues can be achieved by October 2020 which will allow the R/W Certification to be achieved by December 2020 as scheduled. If the necessary R/W cannot be acquired through a negotiated voluntary acquisition, public hearing(s) to hear Resolutions of Necessity to acquire the remaining real property interests necessary for the Project, through the eminent domain process, will be scheduled.

For Alameda CTC to hear RONs for a state facility to acquire the property interests necessary for the Project, the Commission must first adopt a resolution authorizing it to hear such RONs. The Resolution, which will authorize Alameda CTC to hear any RONs for the acquisition of property interests necessary for the Project is included in Attachment B. Adoption of this Resolution requires a four-fifths affirmative vote by the Commission membership (18 Members or Alternates). If the attached Resolution is adopted, the Commission will be authorized to hear any requisite RONs for the Project.

The Phase 2 delivery milestones are as follows:

- R/W Certification – December 2020
- RTL – January 2021
- Seek CTC construction allocation – March 2021
- Construction Contract Advertisement – April 2021
- Construction Contract Award – July 2021
- Construction Anticipated Complete – Summer 2023

The estimated cost to prepare the Phase 2 bid package for advertisement, including completing and obtaining R/W certification, is $953,000. Once the construction contracts are awarded, PTG as the design engineer of record, will also need to provide design support to review engineering submittals, respond to contractor inquiries, approve design changes, prepare project as-builts and provide R/W coordination. The estimated cost of this work during the three-year construction period is $500,000.

In comparison with Alameda CTC's independent estimate, the proposed negotiated contract amendment with PTG is fair and reasonable to both Alameda CTC and PTG. With this additional budget, the total design phase budget is $6.875 million of construction capital which is in line with industry standards for the project design type and R/W complexities.

The proposed amendment, for a total of $1,453,000 for a contract total not-to-exceed amount of $11,673,000 and a 30-month time extension, will provide the resources and time necessary to complete the design package and support the R/W acquisition process for

Phase 2 and provide continued design support services through construction and project completion. A summary of all related contract actions is provided as Attachment C. The Project's funding plan includes budget from previously allocated Measure BB and other local funds from the City of Berkeley and EBMUD.

Levine Act Statement: The PTG team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The action will authorize the encumbrance of $1,453,000 in Measure BB funds and other local funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2020-2021 Capital Program Budget.

Attachments:

A. I-80 Gilman Interchange Improvement Project Fact Sheet
B. Resolution #20-010
C. Table of contract actions

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Interstate 80/Gilman Street Interchange Improvement Project

5.1A

AUGUST 2020

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main component of this project is a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

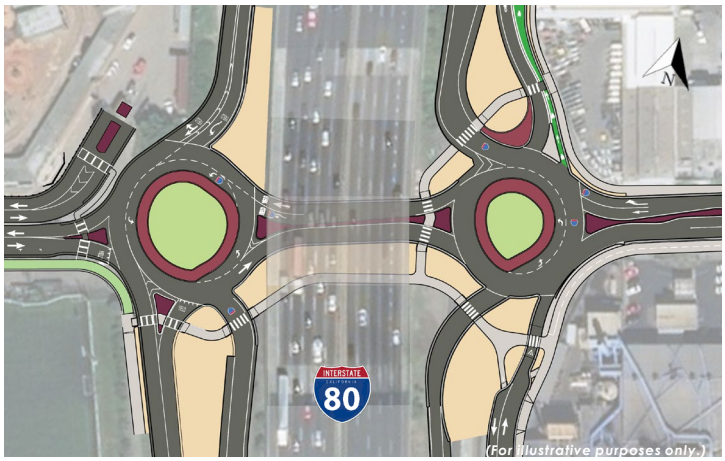
Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing

PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Simplifies traffic operations, navigation and mobility at the interchange
- Shortens queues
- Reduces turning conflicts and improves merging
- Improves local and regional biking facilities



Overlay of the roundabouts at the project location.

Conceptual rendering of the I-80 Gilman Interchange Improvements project looking north along Eastshore Highway before Gilman Street.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design/Pre-Construction

- Final Environmental Document approved on June 21, 2019; Project Report approved on June 28, 2019.
- Construction funding for Phase 1 approved by the California Transportation Commission in August 2020.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD) and various bicycle groups

COST ESTIMATE BY PHASE[1] ($ X 1,000)

Planning/Scoping	$794
PE/Environmental	$4,819
Final Design (PS&E)	$6,875
Right-of-Way/Utility	$2,445
Construction	$46,791
Total Expenditures	**$61,724[1]**

[1] Does not include separate construction items funded by partner agencies, estimated at $1.5 million.

FUNDING SOURCES[2] ($ X 1,000)

Measure BB	$14,400
Federal	$1,079
State (ATP)[3]	$4,152
State (STIP)[4]	$41,229
Other (Local, State and EBMUD)[5]	$364
Total Revenues	**$61,724**

[2] Does not include separate construction items funded by partner agencies, estimated at $1.5 million.
[3] Active Transportation Program.
[4] State Transportation Improvement Program.
[5] City of Berkeley and East Bay Municipal Utility District (EBMUD).

SCHEDULE BY PHASE[6]

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Summer 2020	Fall 2018	Early 2021
Right-of-Way	Fall 2018	Summer 2020	Fall 2018	Late 2020
Construction	Late 2020	2023	Summer 2021	2023

[6] Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.

ALAMEDA County Transportation Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 20-010

Resolution of the Alameda County Transportation Commission Electing to Hear Resolutions of Necessity for the I-80 Gilman Improvement Project

WHEREAS, Alameda CTC is undertaking the I-80 Gilman Improvement Project to improve the interchange, relocate utilities out of state right of way, and make other improvements to the State Highway in northern Alameda County; and

WHEREAS, as of March 1, 2012, Alameda CTC has been vested with the power of eminent domain to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of Alameda CTC's Joint Powers Agreement, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, the State of California, Department of Transportation requires the governing body of a local transportation agency acquiring real property for a project relating to a State Highway to pass and adopt, by a four-fifths vote, a resolution determining that the governing body of the local transportation authority will hear resolutions of necessity to acquire real property for a project relating to a State Highway, if any are necessary; and

WHEREAS, to proceed with the Project and the acquisition process, and in light of the Project's schedule, critical deadlines, and necessary acquisitions, it may be necessary to conduct Resolution of Necessity hearings.

NOW, THEREFORE, BE IT RESOLVED, that the governing body of the Alameda County Transportation Commission hereby agrees to conduct Resolution of Necessity hearings, and to adopt or reject the proposed resolutions of necessity to obtain the real property and real property interests determined to be necessary for the Project.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 30, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Pauline Russo Cutter,
Chair, Alameda CTC

Vanessa Lee,
Clerk of the Commission

Table A: Summary of Agreement No. A15-0034

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with PTG (A15-0034) *July 2015*	Environmental phase services	NA	$ 2,600,000
Amendment No. 1 *June 2017*	Provide a 12-month time extension to September 30, 2018	$ 0	$ 0
Amendment No. 2 *December 2017*	Provide additional budget for preliminary design services	$1,000,000	$ 3,600,000
Amendment No. 3 *May 2018*	Provide additional budget for final environmental and design services and a 3-year time extension to September 30, 2021	$ 5,270,000	$ 8,870,000
Amendment No. 4 *February 2020*	Provide additional budget for the Final PS&E & bid support	$1,350,000	$10,220,000
Amendment No. 4 *June 2020*	Administrative Update to Contract language for new Insurance policies	$0	$0
Proposed Amendment No. 6 *September 2020* *(This Agenda Item)*	Provide additional budget to complete the design for Phase 2 of the project and provide design support services during construction and through project completion. Provide a 30-month time extension to March 31, 2024.	$1,453,000	$11,673,000
Total Amended Contract Not-to-Exceed Amount			$11,673,000

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DATE:	September 4, 2020
TO:	Programs and Projects Committee
FROM:	Jhay Delos Reyes, Project Manager
SUBJECT:	Award Request for Proposal R20-0008 for the Dublin Boulevard-North Canyons Parkway Extension Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement (PSA) A21-0001 with BKF Engineers (BKF) for a not-to-exceed amount of $6,000,000 to provide services for preparation of the Plans, Specifications and Estimate (PS&E) phase related to the Dublin Boulevard-North Canyons Parkway Extension Project (Project).

Summary

Alameda CTC is the Implementing Agency for the Dublin Boulevard – North Canyons Parkway Extension Project (Project) (PN 1483.000) for the PS&E phase in partnership with the City of Dublin (Dublin), who remains the Project Sponsor.

The Project achieved environmental clearance as part of the Preliminary Engineering/ Environmental (PE/Env) Phase upon Dublin's adoption of the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) on August 20, 2019. Dublin in coordination with Caltrans, is working to complete the Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) this fall. Caltrans circulated the Draft EA, with the comment period having closed on March 24, 2020.

The Alameda CTC selection process to procure services for the PS&E phase of the project began in March 2019 with Commission approval to release the request for proposal (RFP).

RFP 20-0008 was released in April 2020. Proposals were received from five firms. An independent selection panel comprised of representatives from the City of Dublin and Alameda CTC reviewed the five proposals submitted and short-listed three firms. Interviews of those three firms were conducted in July 2020. Based on those interviews, the selection panel concluded that BKF was the top-ranked firm.

Alameda CTC negotiated the contract with BKF for a not-to-exceed amount of $6,000,000. The estimated duration to complete the required scope with BKF for PS&E services is 24 months.

This contract is funded in part with federal funds and the Disadvantage Business Enterprise (DBE) was utilized, the RFP identified a 17% DBE requirement. BKF's contract includes a commitment to meet or exceed the identified goal. Although the Local Business Contract Equity (LBCE) Program does not apply, due to federal funds, BKF is a Local Business Enterprise (LBE).

Background

Alameda CTC is the Implementing Agency for the Project for the PS&E phase in partnership with Dublin, who remains the Project Sponsor. The Project will extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new 1.5-mile extension runs parallel to the I-580 corridor and traverses through the cities of Dublin and Livermore, and unincorporated Alameda County. The project is planned to accommodate four to six travel lanes and will include medians, Class 1 and on-street bike facilities, sidewalks, and signalized intersections.

The new 1.5-mile extension will create direct connectivity to five Priority Development Areas (PDAs) in Dublin and Livermore, and also connect to two BART stations, Camp Parks, the Iron Horse Trail, the downtowns of Dublin and Livermore, Las Positas College, and various residential and commercial areas outside the PDAs. Additionally, this project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway and providing more efficient and direct access for Dublin and Livermore residents. The Project will also enhance regional connectivity by extending the existing reliever along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.

Alameda CTC adopted the Project as part of its Capital Improvement Program through an approval by the Commission in March 2019. Due to the complexity, multi-jurisdictional involvement, and regional significance as a parallel reliever route to Interstate 580, it was recommended that Alameda CTC become the implementing agency for the PS&E phase. In June 2020, the Commission approved the cooperative agreement between Alameda CTC, Dublin, and Livermore for the PS&E phase.

The Project achieved environmental clearance as part of the PE/Env Phase upon Dublin's adoption of the EIR under CEQA on August 20, 2019. Dublin, in coordination with Caltrans, is working to complete the EA in compliance with NEPA this fall. Caltrans circulated the Draft EA, with the comment period having closed on March 24, 2020. The Project receive minimal comments for both the EIR and EA and is positively supported by the local landowners affected by this Project.

Alameda CTC initiated the selection process to procure consultant services for PS&E services, receiving authorization to release a RFP by the Commission in March 2019. The RFP was released in April 2020 subsequent to Dublin adopting the EIR and establishing the right of way boundary for the Project alignment. A pre-proposal meeting was held on

May 7, 2020 and was attended by 35 firms, of which there were nine (9) self-identified prime consultants. Alameda CTC received a total of five (5) proposals.

An independent selection panel comprised of representatives from the City of Dublin and Alameda CTC reviewed the five proposals submitted, short-listed three firms based on the RFP, and conducted interviews in July 2020. Based on these interviews, the selection panel concluded that BKF was the top-ranked firm.

After a thorough review of the submitted cost proposal and comparison to Alameda CTC's independent cost estimate and assumptions, Alameda CTC negotiated the contract with BKF for a not-to-exceed amount of $6,000,000. The estimated duration to complete the required scope is 24 months.

BKF's contract includes a commitment to meet or exceed the identified DBE goal. Although the Local Business Contract Equity (LBCE) Program does not apply due to federal funds, BKF is a LBE.

Funds necessary for the PS&E Phase work were programmed and allocated in April 2017 as part of the 2018 Comprehensive Investment Plan.

Levine Act Statement: The BKF Team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for awarding the contract A21-0001 to BKF is $6,000,000. This amount is included in the adopted FY2020-2021 Capital Program Budget.

Attachment:

A. Project Fact Sheet

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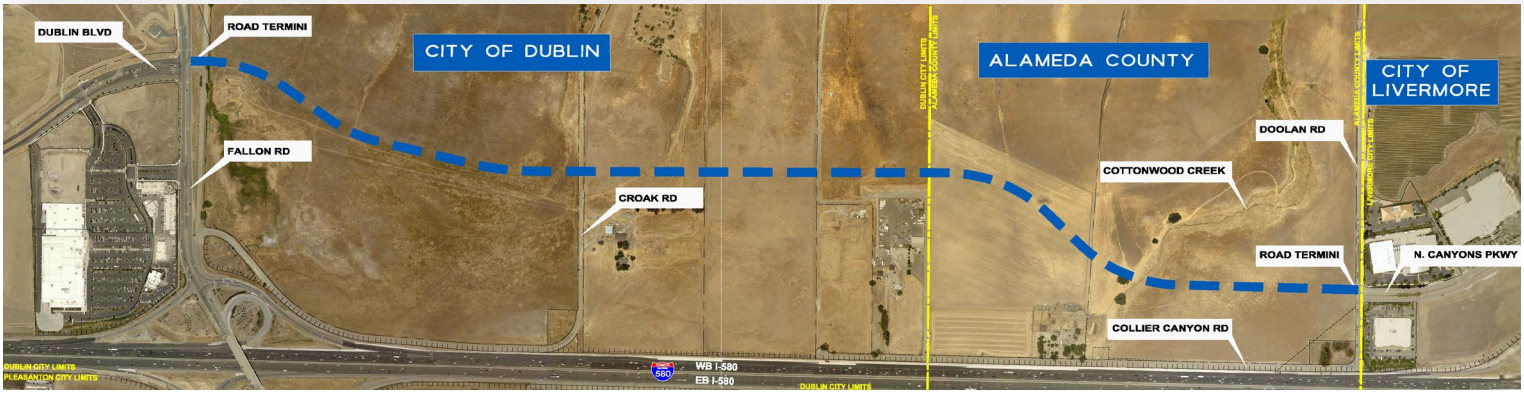
Dublin Boulevard – North Canyons Parkway Extension

AUGUST 2020



(For illustrative purposes only.)

PROJECT OVERVIEW

The Alameda County Transportation Commission, in coordination with the cities of Dublin and Livermore, and Alameda County proposes the Dublin Boulevard -North Canyons Parkway Extension project, a 1.5-mile extension of Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The extension of Dublin Boulevard from its current terminus at Fallon Road to the Doolan Road/North Canyons Parkway intersection has been planned since 1984. Dublin's General Plan, the General Plans of the County and Livermore, and Plan Bay Area 2040 all include the extension of Dublin Boulevard. It will enhance multimodal connectivity to various land uses along its route, including connectivity to five Priority Development Areas (PDAs): Dublin Downtown, Transit Center/Dublin Crossing, Town Center, Isabel Avenue/BART Station Planning Area and downtown Livermore area. Improvements on the new extended boulevard include four to six travel lanes, bike lanes and bike path, sidewalks, curb and gutter, traffic signals.

Project also include transit queue jump opportunities at signalized intersections as well as the Transit Signal Priority throughout its length.

PROJECT NEED

- Address Sustainable Communities Strategies, in particular circulation inside and outside of the five PDAs that are to be connected.
- Address lack of continuous I-580 reliever route from Dublin to Livermore along the north side of I-580.
- Address air quality/greenhouse gas emissions reducing the travel distance for local trips.

PROJECT BENEFITS

- Increase bicycle and pedestrian access and circulation
- Interconnect five Priority Development Areas (PDAs) in Dublin and Livermore
- Improve overall mobility, access, connectivity, safety, and efficiency of the multimodal transportation system for all users, including goods movement
- Connects major destinations in the Tri-Valley area: Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College
- Reduce single-occupancy vehicle trips by providing a transit system along the roadway extension with improved headways during peak demand periods
- Reduces trip lengths for local trips

Beginning of road extension at Dublin and Fallon intersection.

STATUS

Project Sponsor: City of Dublin
Current Phase: Preliminary engineering/environmental

The City of Dublin selected an Alameda CTC-certified Local Business Enterprise firm to provide environmental and design services for the project.

- Dublin published a Notice of Preparation (NOP) on May 18, 2017 to inform the public and responsible agencies that a Draft EIR was being prepared. The NOP was circulated for a 30-day scoping period that concluded on June 19, 2017.
- Dublin adopted the Environmental Impact Report in compliance with the California Environmental Quality Act on August 20, 2019.
- Comments for the Draft Environmental Assessment (EA) in compliance with the National Environmental Policy Act closed on March 24, 2020. The EA is 95 percent complete.
- For more detail on this project, go to https://www.alamedactc.org/programs-projects/multimodal-arterial-roads/dublin-boulevard-north-canyons-parkway-extension/.

PARTNERS AND STAKEHOLDERS

Alameda County Public Works Agency, Alameda CTC, Metropolitan Transportation Commission, California Department of Transportation, Federal Highway Administration and the cities of Dublin and Livermore

COST ESTIMATE BY PHASE ($ X 1,000)

Scoping	$650
PE/Environmental	$1,215
Final Design: Plans, Specifications and Estimates (PS&E)	$8,288
Right-of-Way/Utility Relocation	$46,198
Construction	$104,042
Total Expenditures	**$160,393**

Costs for Right-of-Way/Utility Relocation and Construction are subject to revision during PS&E phase.

FUNDING SOURCES ($ X 1,000)

Measure BB	$7,748
Federal	$540
State	$0
Local	$17,200
Other	$0
TBD	$134,905
Total Revenues	**$160,393**

SCHEDULE BY PHASE

	Begin	End
Scoping	Fall 2016	Winter 2019
Preliminary Engineering/ Environmental	Fall 2016	Fall 2020
Final Design (PS&E)	Fall 2020	Fall 2022
Right-of-Way	TBD	TBD
Construction	TBD	TBD

Note: Information on this fact sheet is subject to periodic updates.

DATE:	September 4, 2020
TO:	Programs and Projects Committee
FROM:	Cathleen Sullivan, Director of Planning Chris G. Marks, Associate Transportation Planner
SUBJECT:	Approve Contract Amendment for San Pablo Avenue Multimodal Corridor Project and funding agreement with Contra Costa County Transportation Authority and West Contra Costa Transportation Advisory Committee

Recommendation

It is recommended that the Commission authorize the Executive Director or a designee to negotiate and execute Amendment No. 4 to Professional Services Agreement No. A17-0073 with Kimley-Horn Inc. to add $6,022,128 for a total not-to-exceed amount of $9,672,128 and extend the contract for an additional four years to complete Phase 2 of the San Pablo Avenue Multimodal Corridor Project. It is also recommended that the Commission authorize Alameda CTC to enter into a funding agreement with the Contra Costa County Transportation Authority (CCTA) and the West Contra Costa Transportation Advisory Committee (WCCTAC) to receive a contribution of $450,000 to fund additional project analysis in Contra Costa County.

Summary

The purpose of the San Pablo Avenue Corridor Project (Project) is to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor, while respecting local contexts.

Phase 1 of the project began in fall 2017 and concluded in summer 2020. Phase 1 identified and refined potential long-term concepts for the corridor through extensive outreach and technical analysis. Due to the complex and constrained nature of the corridor, no single long-term vision emerged at the end of Phase 1 and multiple project alternatives are still being considered for the long-term improvement of the corridor. As such, the commission is not being asked to approve a long-term vision for the corridor at this point.

However, Phase 1 successfully narrowed the range of options and identified potential for an infrastructure pilot project in the Alameda County section of the corridor to better understand the effectiveness of different treatments and make incremental progress towards a larger, long-term project. Phase 1 also identified a set of smaller-scale corridor improvements within Alameda County that could be implemented in the very near-term (within three years), focused on improving safety on this high injury corridor; these improvements will not interfere with any of the potential long-term visions for the corridor. Phase 2 will refine and advance these two sets of improvements towards construction.

Very Near-Term Safety Improvements

The very near-term safety improvements are focused around targeted small-scale changes to improve pedestrian, bicyclist, and transit rider safety with an anticipated construction initiation within the next three years. These improvements do not preclude future, more substantial multimodal improvements under consideration for the corridor. The proposed improvements are exclusively within the Alameda County segment of the corridor from Oakland in the south (16th Street/Frank Ogawa Plaza) to Albany in the north (northern border with Contra Costa County).

Types of improvements include:

- ADA compliant curb ramps and sidewalks
- Pedestrian crossing improvements, including:
    - High visibility crosswalks (replacement of existing crosswalks with high-visibility striping and signage)
    - Pedestrian countdown heads
    - Audible pedestrian signals
    - Adaptive pedestrian signals
    - Rapid rectangular flashing beacons (RRFBs)
    - Pedestrian hybrid beacons (PHBs)
    - Leading pedestrian intervals
- Wayfinding signage
- Modification to five-legged or skewed intersections
- Pedestrian lighting at bus stops
- Pedestrian lighting at crosswalks
- Bus stop upgrades, repairs, targeted bus bulbs, relocations, and consolidations
- Concrete bus pads
- Improved bicycle crossings of San Pablo at intersections with major perpendicular bike routes

Infrastructure Pilot

Given the lack of consensus around a long-term alternative for the corridor as a whole, Alameda CTC staff worked closely with city staff and AC Transit staff to identify near-term

pilot improvements to make incremental progress towards a long-term vision and test concepts to gather more information about the efficacy of different types of improvements.

Based on outreach and technical analysis in Phase 1, the infrastructure pilot will consider dedicated bus and bike lanes in Oakland and Emeryville where support was highest for a substantial change to the right-of-way, and in-lane bus stops and improved parallel bike facilities in Berkeley and Albany where more incremental advancements towards a long-term vision is more in line with outreach to date. Commissioners are not being asked to approve any designs or right-of-way allocations at this point; the exact configuration to be implemented by the infrastructure pilot will be determined as part of Phase 2.

Phase 2 will include completion of environmental analysis and Caltrans project initiation documents, and conceptual design through preliminary engineering and completion of final 100% design plan sets. The Phase 2 scope includes robust additional community engagement including door-to-door outreach where appropriate, pre- and post-pilot evaluation, additional circulation analysis, and close coordination with AC Transit, Caltrans and city partners.

Other Phase 2 Elements

Advancement of the long-term corridor improvements is optional in Phase 2, pending outcomes of the pilot. The long-term vision may be consistent with the infrastructure pilot Project or may include more robust or expanded improvements. Long-term improvements may be along San Pablo Avenue and along parallel and perpendicular streets, and will consider both Alameda and Contra Costa Counties.

Due to greater geometric and operational variability, different mode splits and travel needs, and varying attitudes towards preferred improvements, no clear set of improvements emerged from Phase 1 in Contra Costa County. Phase 2 work will include additional location-specific design and development evaluation needed to advance long-term concepts on the northern segments. Similar to Phase 1, CCTA and WCCTAC will contribute funds under a cooperative agreement to fund the work in Contra Costa County.

Fiscal Impact: The action will authorize the encumbrance of $5,572,128 in previously allocated Measure BB funds to the Project. This amount is included in the Project Funding Plan, and sufficient budget has been included in the Alameda CTC Adopted FY2020-21 Operating and Capital Program Budget. The additional $450,000 will be provided by CCTA, in partnership with WCCTAC, through a funding agreement. The total addition to contract A17-0073 with Kimley-Horn Inc. is $6,022,128 for a total not-to-exceed amount of $9,672,128.

Attachment:

A. Phase 1 Executive Summary

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SAN PABLO AVENUE CORRIDOR PROJECT

Phase 1 Executive Summary

August 2020

The San Pablo Avenue Corridor Project identifies short- and long-term improvements to address the increasing multimodal demands along the San Pablo Avenue Corridor.

Phase 1 of the project was led by Alameda County Transportation Commission (Alameda CTC), in partnership with Contra Costa Transportation Authority (CCTA) and West Contra Costa Transportation Advisory Committee (WCCTAC).

Project Purpose

The purpose of the San Pablo Avenue Corridor Project is to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and support a strong local economy and growth along the corridor while maintaining local contexts.

Project Need

The project will improve mobility, efficiency, and safety for all travelers and address the following key needs in the corridor.

Corridor Growth

Demand for travel in the San Pablo Avenue Corridor ("Corridor") study area, between Downtown Oakland and Hilltop Drive in Richmond (Figure 1), is projected to increase as jurisdictions concentrate growth in designated Priority Development Areas (PDAs) (Figure 2), with higher-density, mixed-use developments recently completed and others under consideration. Improving mobility options for current and future residents will be important to enhance quality of life and manage future congestion within and near PDAs.

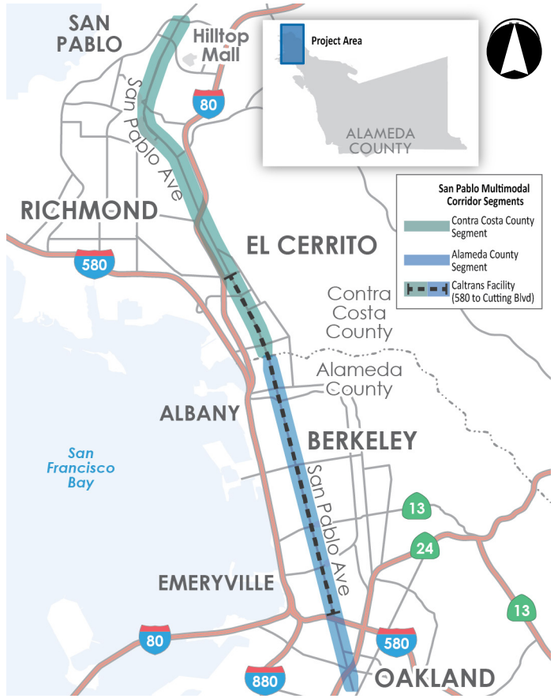
Auto Congestion

Today, autos travel at high speeds and move with relative ease through intersections on San Pablo Avenue compared to other urban arterials. However, growth projected for the corridor will put increasing demands on the street, and significant congestion is projected in the future, especially as San Pablo Avenue serves as a reliever route for I-80. Improving multimodal travel options along the corridor can mitigate against a more congested future.

Pedestrian and Bicycle Comfort

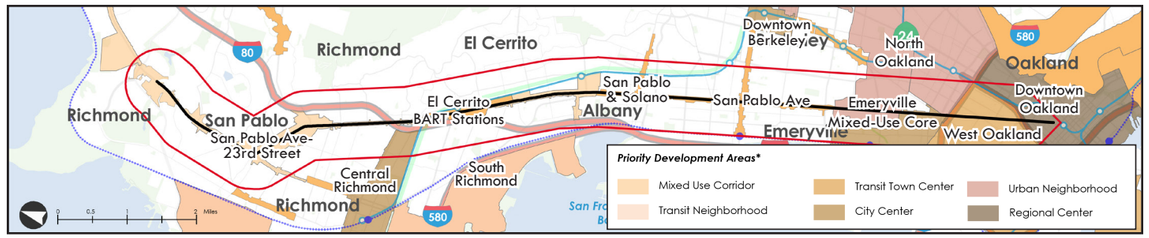
Segments of San Pablo Avenue serve as community "Main Streets", creating the need for a pedestrian-oriented roadway. Although sidewalks are present on both sides of the roadway along most of the street, large gaps between protected crossings, ADA deficiencies, and the wide cross-section result in an uncomfortable pedestrian environment.

Figure 1: San Pablo Avenue Corridor Study Area



San Pablo Avenue is a direct route for bicyclists, and designated as a bike route by multiple cities; however, only small sections have designated roadway space for bicyclists. Accordingly, most of the study area is considered "high stress" for bicyclists as they mix with high-speed vehicles. In order to support multimodal travel and economic and community development, there is a need for improved pedestrian and bicycle facilities that increase safety and comfort for these users.

Figure 2: Priority Development Areas



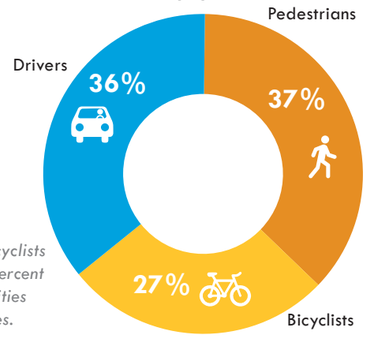
Transit Travel Time and Reliability

San Pablo Avenue is one of the busiest transit corridors in the AC Transit system with about 12,500 riders each day on the corridor (routes 72, 72M and 72R in 2018[1]; route alignments are depicted in Figure 6 on pg. 5). However, buses run about 30 percent slower than autos during peak-hours and bus travel is less reliable than auto travel. Further, Rapid bus (72R) speeds on the corridor have been falling consistently in recent years; in 2019, the 72R averaged 10 miles per hour during peak hours. Due to high variability in bus travel time, in portions of the corridor, riders have to wait over 1.5 times longer than the schedule indicates before a bus arrives. There is a need for transit priority treatments to improve both bus travel time and reliability.

Safety

Bicyclist- and pedestrian-involved collisions are over-represented in the collision records along San Pablo Avenue relative to existing volumes (Figure 3). Most collisions along San Pablo Avenue occur in or near intersections (within 100 feet) (see High Injury Network shown in Figure 7 on pg. 5). Unsafe speed is a common collision factor between modes.

Figure 3: Share of Fatal and Severe Injury Collisions



Pedestrians and bicyclists account for 64 percent of corridor fatalities and severe injuries.

This indicates a need for safety improvements focusing on intersections and intersection approaches to protect pedestrians and bicyclists as well as projects that reduce auto speeds.

Project Goals

The goals for the San Pablo Avenue Corridor Project are high-level, value-based targets for improving multimodal mobility, efficiency, and safety along the corridor in sustainable ways. Each goal is tied to specific, measurable objectives that guided the development, evaluation, and refinement of improvement concepts for the study area.

Effectively and efficiently accommodate anticipated growth

Improving corridor throughput is key to accommodating increasing travel demands. Due to constrained right-of-way, new capacity must be gained through multimodal operational improvements.

Improve comfort and quality of trips for all users

Improved facilities for all modes will expand travel options in the corridor. Success would be indicated by reductions in delay, conflicts, and levels of stress, as well as improved connectivity and reliability.

Enhance safety for all travel modes

Improving safety is critical especially for vulnerable users. Multimodal safety improvements, especially at intersections, will make the corridor safer for travelers of all modes.

Support economic development and adopted land use policies

Expanding the range of viable transportation options and improving the pedestrian experience can support business districts and growth in designated PDAs in accordance with local land use policies.

Provide equitable transportation and design solutions

The corridor traverses many communities, each with diverse transportation needs. Investments should be equitably distributed along the corridor, with particular focus on benefits in Communities of Concern (COC)[2].

[1] *2018 AC Transit Annual Ridership and Route Performance Report*

[2] *Defined by MTC's Plan Bay Area 2040 Equity Analysis Report COC Framework (July 2017) at the census tract level*

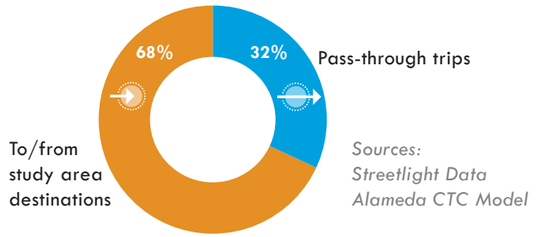
Corridor Overview

The Study Area covers 13.4 miles of San Pablo Avenue, spanning seven cities in Northern Alameda County and Western Contra Costa County. The Study Area extends one half-mile on both sides of San Pablo Avenue, excluding I-80. It connects tens of thousands of people every day between residential communities, employment centers, schools, centers of public life, and other activity hubs and is a central spine of travel for every mode.

Current Travel Patterns

Approximately 134,000 trips are made along the Corridor by car, bus, or BART during the morning peak-period. Over 30 percent of trips occur via transit, primarily BART, but also the AC Transit 72 series bus routes. Overall trip making is highest in the north end of the Corridor, while transit use is spread more evenly, concentrated in segments with BART access. Of the auto trips, 32 percent are passing through (no trip origin or destination within the study area), while 68 percent access the land uses within the study area (Figure 4).

Figure 4: Auto Trips in the Corridor



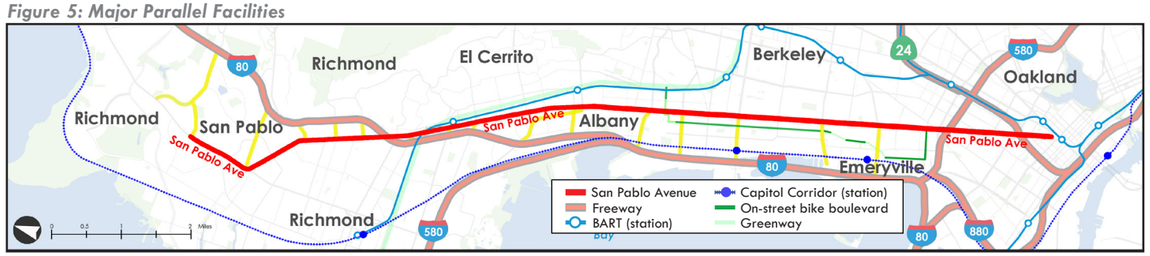
Geometric Characteristics

San Pablo Avenue consistently has two travel lanes in each direction, with signalized intersections spaced every 0.2-mile (roughly 1,000 feet) on average. The curb-to-curb street width varies considerably throughout the corridor, but is consistently about 73 feet wide in Alameda County. The street does not widen at intersections, which makes them tightly constrained given the additional needs and conflicting movements that occur at these locations. Approximately 13 feet on each side of San Pablo Avenue are dedicated to sidewalks and landscaping, although a few segments have narrower sidewalks. Portions of the corridor have raised medians, some with mature street trees, while other portions have two-way left-turn lanes.

Parallel Transportation Network

San Pablo Avenue, I-80 and the BART Richmond Line (Red/Orange), serve as the transportation backbones of regional travel in northern Alameda County and western Contra Costa County (see Figure 5). In some segments, there is a grid-based local parallel street network providing alternative north-south travel routes, while in others, the streets network is irregular and San Pablo Avenue is the most direct north-south travel route. The Ohlone Greenway, West Street Greenway, Emeryville Greenway, and several well-utilized local bicycle boulevards also parallel some sections of San Pablo Avenue.

Figure 5: Major Parallel Facilities



Signalization

The I-80 Integrated Corridor Mobility (ICM) project installed advanced technology along San Pablo Avenue in 2016, including new controllers, signs, communication systems, and transit signal priority (TSP). Upgrades to corridor TSP technology and rules are currently underway.

Land Use

San Pablo Avenue is a vital commercial corridor with significant potential for mixed-use infill development. Currently, uses vary throughout the corridor, including single-family houses, medium-density residential buildings, schools, regional and neighborhood commercial districts, and strip commercial retail. With the PDA designation, much of the Corridor is zoned to support continued growth and more density.

Parking and Loading

On-street parking supply, management, and demand varies throughout the Corridor. On-street parking is available on most blocks and some cities have installed parking meters. Parking utilization is low to moderate, with most blocks less than 60 percent occupied. Although loading zones are designated throughout the corridor, truck loading was observed to primarily occur outside those loading zones, often via double parking directly outside the destination.

Figure 6: AC Transit 72 Series Bus Routes

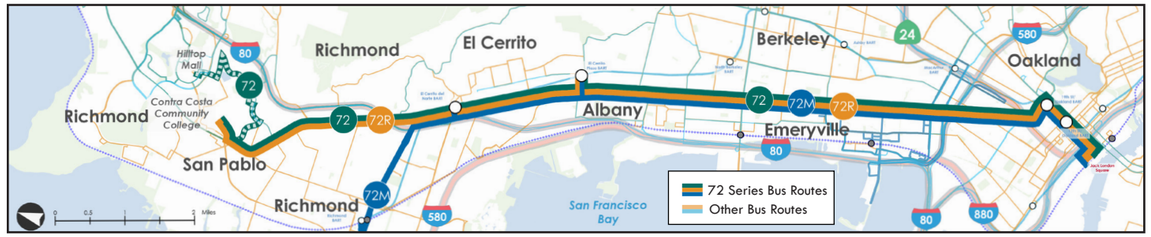


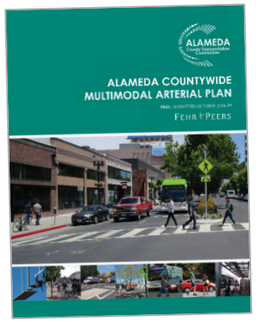
Figure 7: High Injury Network for Collisions Involving Pedestrians, Bicyclists, and Automobiles (2009-2013)

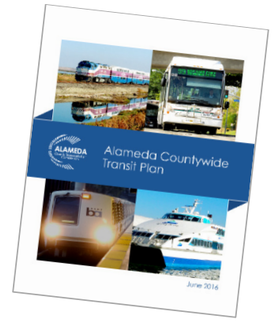
Prior Studies and Plans

This project began with a review of regional, city, and corridor-level plans and technical studies relevant to the corridor to better understand corridor context and incorporate previous planning and policy objectives. Many of these plans provided recommendations for corridor improvements and capital projects that were incorporated into this project. Plans reviewed include:

- Alameda Countywide Transportation Plan
- Alameda Countywide Multimodal Arterial Plan
- Alameda Countywide Transit Plan and AC Transit Major Corridors Study
- Contra Costa Countywide Comprehensive Transportation Plan Update: West County Action Plan
- Caltrans Smart Mobility Plan Framework
- City of El Cerrito San Pablo Avenue Specific Plan
- City of Berkeley Bicycle Plan
- West Contra Costa High-Capacity Transit Study

Regional and jurisdictional plans consistently recognized the importance of San Pablo Avenue as a major transit corridor for regional and local travel; however, the specific proposed treatments for San Pablo Avenue varied.





Project Process

Phase 1 commenced in fall 2017 and concluded in summer 2019. Phase 1 identified and refined long-term concepts and alternatives for the San Pablo Avenue corridor through a multi-step, iterative process that combined technical analyses and corridor assessments with stakeholder engagement, to create multiple alternative visions for the corridor.

The project team first assessed existing conditions and identified Corridor needs. This assessment informed the development of the project purpose, goals, and overall evaluation framework. The project team then developed cross-section concepts and geography-specific alternatives to evaluate. Public engagement activities provided opportunities to solicit stakeholder feedback on proposed improvements, which guided alternatives refinement and helped establish the course for subsequent project activities (Figure 8).

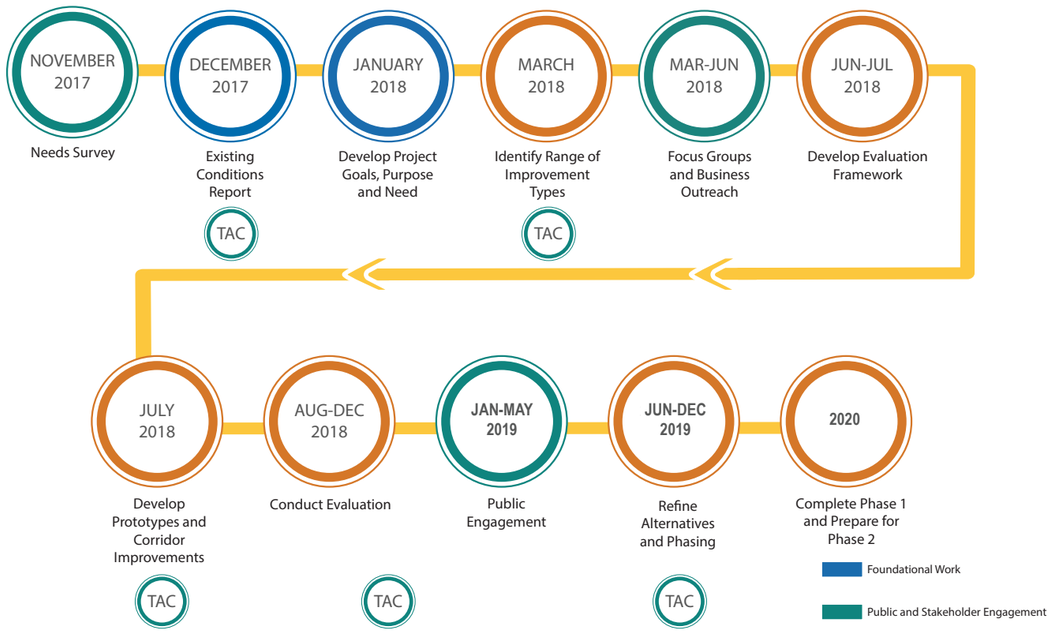
The process was also informed by strategic input from Alameda CTC Commissioners and WCCTAC Board Members as well as technical input from the project's Technical Advisory Committee (TAC) and Caltrans District 4 staff.

Project Focus Group Meeting, March 2018

The TAC consisted of representatives from the following agencies:

- Alameda County Transportation Commission (Alameda CTC)
- Caltrans
- AC Transit
- Contra Costa Transportation Authority (CCTA)
- West Contra Costa Transportation Advisory Committee (WCCTAC)
- Cities of Oakland, Emeryville, Berkeley, Albany, Richmond, El Cerrito, and San Pablo

Figure 8: Project Process



Outreach and Engagement

Extensive engagement was undertaken to solicit views from a variety of different Corridor travelers.

Engagement Activities

- A map-based online survey that collected information about hotspots needing improvement along the Corridor
- An online survey to understand business access needs distributed to merchants throughout the Corridor
- An online survey to get feedback on priorities that elicited more than 2,000 responses; distributed at events, workshops, via email, and on social media
- A shorter intercept survey, conducted at busy locations along San Pablo Avenue that also sought feedback about priorities
- Pop-up outreach at neighborhood events, at which people could view illustrated concepts and provide feedback
- Community workshops where participants were asked to provide input about priorities and visions for the corridor
- Focus Group meetings with key stakeholders where participants completed reference matrices and staff took detailed notes to record qualitative feedback

Stakeholders

A substantial effort was made to reach out to key stakeholder groups that have specific needs or represent traditionally disadvantaged groups throughout the Corridor. These included:

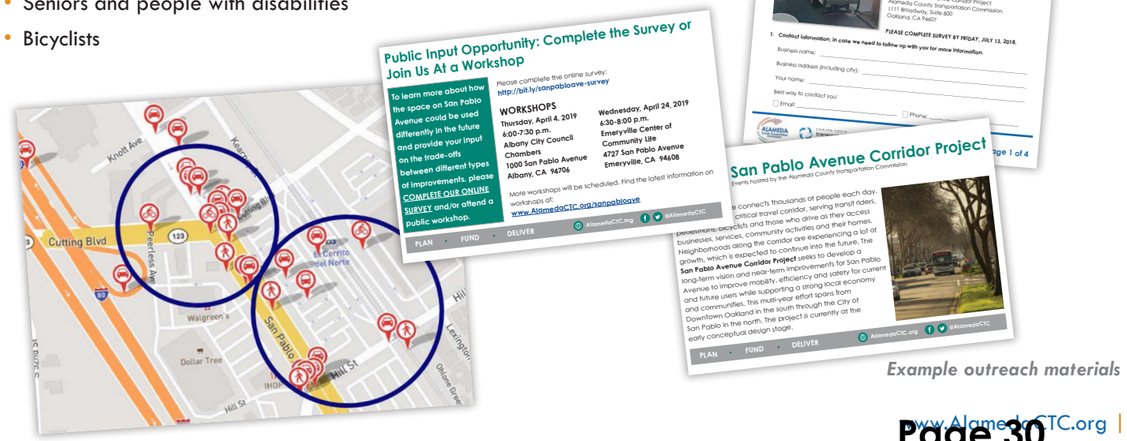
- Merchants who own businesses on San Pablo Avenue
- Transit riders
- Seniors and people with disabilities
- Bicyclists

Albany Community Workshop, April 2019

Round 2 Public Outreach Participation by Type

Approximately 3,900 individuals participated in Round 2 public outreach

1,446	224	76	2,154
Participants at pop-ups & busy corridor locations	Attendees at stakeholder & community workshops	Elected and appointed officials engaged	Online surveys completed



Example outreach materials

Concept Development

Concepts were developed and analyzed that represent a range of configurations for San Pablo Avenue to balance transit, bicycle, pedestrian, and auto needs. Prototypes representing different configurations for the roadway were developed for the 73-foot width that is dominant in much of the Alameda County section. Some segments of San Pablo Avenue are either wider or narrower and thus would include additional or reduced facilities. Illustrations of the four concepts that were selected for full evaluation in Phase 1 are shown in Figures 9-12 (see below for additional concepts considered but not advanced)[3].

Treatments to improve pedestrian safety and comfort are common to all concepts and not fully depicted in the illustrations. They include:

- Lighting and streetscape enhancements
- Curb ramp and accessibility improvements
- Bus stop upgrades
- Improved crosswalks and intersection markings

Concepts Considered But Not Advanced

During the course of concept development and evaluation, a number of potential treatments for San Pablo Avenue were fully considered but ultimately eliminated from further consideration, including:

- **2-Way Cycle Track (side- or median-running):** Deemed infeasible due to significant conflicts with vehicular turning movements, challenging intersection operations, and frequent driveway crossings.
- **Reversible or Non-Reversible Single Bus Lane:** Both options deemed infeasible due to operational concerns and high service frequency.
- **Pedestrian Overcrossing:** Deemed infeasible because of cost considerations and required right-of-way to provide ramps and landings.
- **23rd Street as Alternative to San Pablo Avenue:** Bus Rapid Transit (BRT) on 23rd Street has been previously analyzed as an alternative to San Pablo Avenue. Deemed infeasible because 23rd Street does not support additional transit-supportive density and would only provide an alternative in the northern portion of the corridor.
- **Lane Reduction with Cycletrack:** Deemed infeasible due to detrimental impact on bus performance as buses would have to operate in a single mixed-flow lane with other traffic.

[3] *Concept D not included in public survey but most similar to existing conditions.*

Figure 9: Concept A
Bus & Bike Lanes on San Pablo

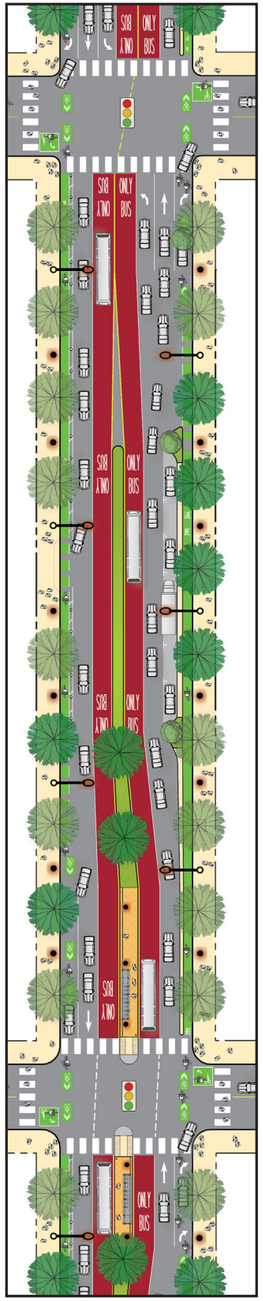


Figure 10: Concept B
Bus Lanes on San Pablo & Parallel Bike Facility

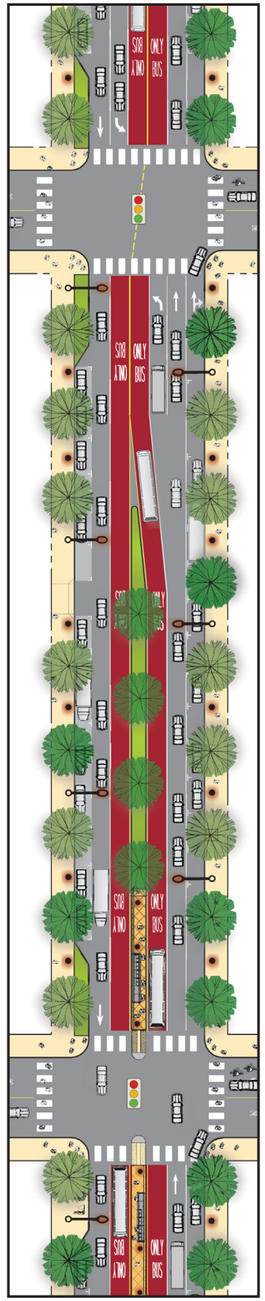


Figure 11: Concept C
Spot Bus Improvements & Bike Lanes on San Pablo

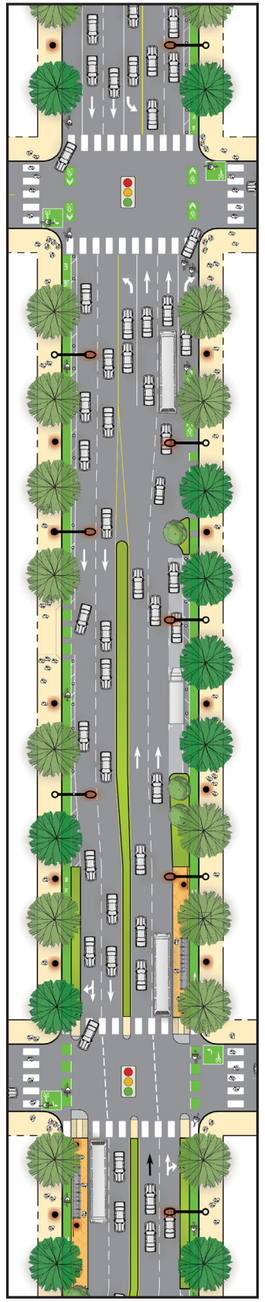
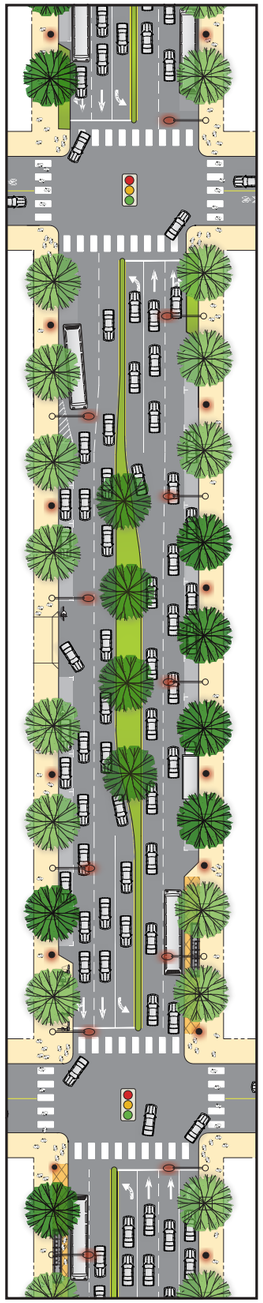


Figure 12: Concept D
Spot Bus Improvements & Parallel Bike Facility



Figures 9 through 12 illustrate the roadway configuration at intersections with and without bus stations.

Parallel Bike Options

Due to many competing demands on the limited right-of-way on San Pablo Avenue and its importance as a bus route, some concepts were developed which utilize parallel routes for bike facilities.

In general, parallel streets have the potential for more comfortable riding conditions due to much lower auto volumes and speeds. Portions of the Corridor already have parallel facilities, including the Ohlone Greenway and 9th Street Bicycle Boulevard in Berkeley, while the street network in other portions of the Corridor is less supportive of parallel facilities. Additional bicycle improvements are needed throughout the Corridor to make parallel facilities more desirable.

To provide an alternative route to San Pablo Avenue that is comfortable and easily navigable for bicyclists would require elements such as:

- Striping, such as marked bicycle lanes potentially including buffers, or sharrows
- Traffic calming measures, such as traffic circles, traffic diverters, and speed humps
- Lane reductions where four lanes exist
- Improved visibility, including lighting and signals
- Wayfinding signage along and to/from San Pablo Avenue and parallel facilities (Figure 15)
- Comfortable connections between San Pablo Avenue and parallel routes

Figure 13: Shafter Avenue Bicycle Sharrows & Roundabout, Oakland

Figure 14: Scott Street Bicycle Facility, San Francisco

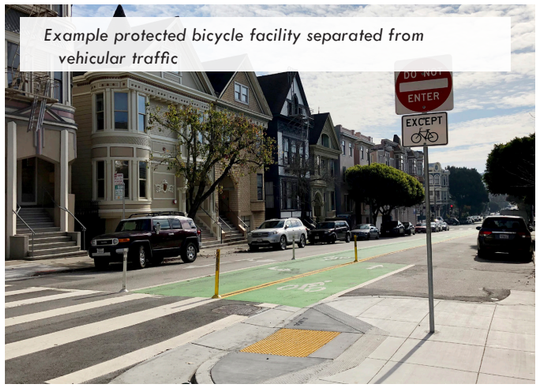
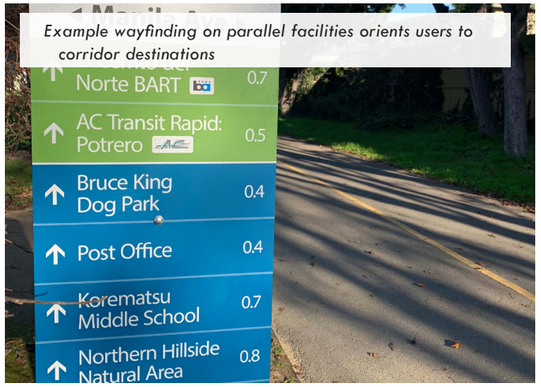


Figure 15: Ohlone Greenway Wayfinding, El Cerrito



Parallel and Connecting Bike Network

In Concepts B and D, bicycle connections would be created through a connected parallel network in lieu of bicycle facilities on San Pablo Avenue. For the bulk of the corridor, notably between Emeryville and Richmond, direct and desirable bicycle facilities may be provided on parallel routes. In some cases, parallel routes provide better access to destinations, such as to restaurant and retail uses on 4th Street in Berkeley. Relying on a parallel bike route would require comfortable connections to and from destinations on San Pablo Avenue.

As proposed, the parallel bike corridor would leverage the Ohlone and Emeryville Greenways to the east and west of San Pablo Avenue, respectively. Other corridor segments would include facilities on local streets as identified in Figures 16 to 18.

Options for parallel routes are somewhat limited in the southernmost and northernmost portions of the corridor due to an irregular street grid (especially in southern Oakland and City of San Pablo segments).

Figure 16: Parallel Bike Route Options - San Pablo/Richmond

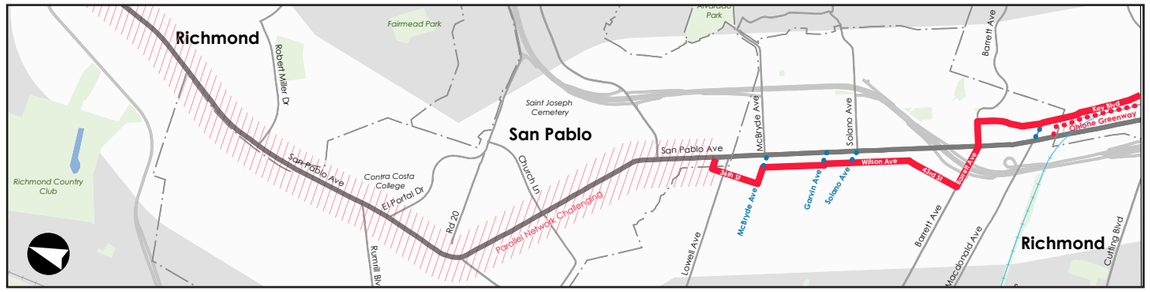


Figure 17: Parallel Bike Route Options - El Cerrito/Albany/Berkeley

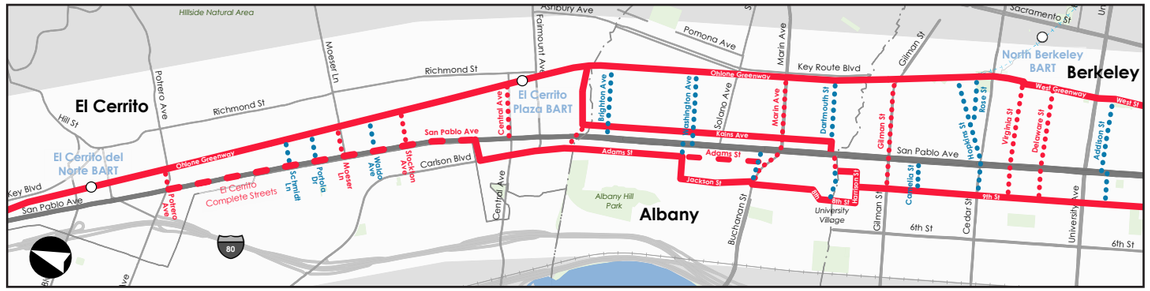
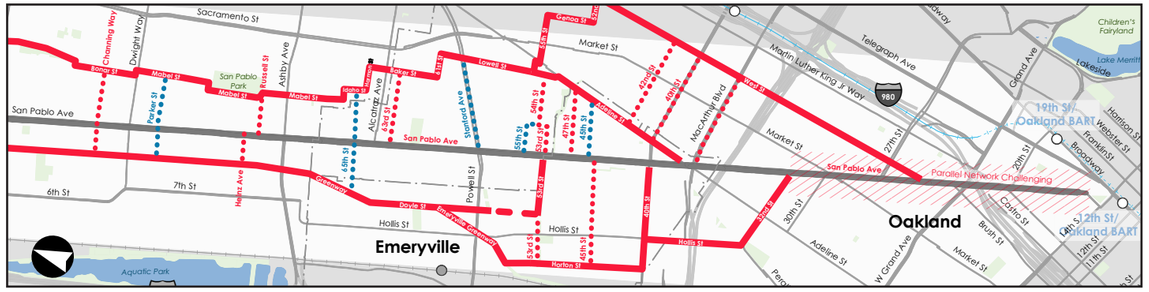


Figure 18: Parallel Bike Route Options - Berkeley/Emeryville/Oakland



Evaluation Summary

The project team performed a full evaluation of Concepts A, B and C, including a range of criteria that reflected the project goals.[4] The results of the analysis, also summarized in Figure 19, are as follows:

- ***Transit Ridership and Mode Split***: Concepts A and B would result in increased transit ridership and a higher transit mode split.
- ***Transit Travel Time***: Due to increased auto congestion, baseline bus travel times are expected to be 40-80 percent slower by 2040 than they are today.
- ***Automobile Flow***: Most of San Pablo Avenue is expected to operate near or above capacity in peak directions in future baseline conditions. Concepts that convert an existing mixed-flow lane on San Pablo Avenue to either a bus or bike lane would increase auto congestion on San Pablo Avenue. Trip diversion is anticipated to primarily occur to I-80, with some diversion to a handful of local streets.
- ***Bicycle Safety and Comfort***: Due to the limited right-of-way especially at intersections, as well as high traffic volumes, high speeds, frequent turning movements, and frequent driveways, it was determined that a truly low-stress bicycle facility which is comfortable for riders of all ages and abilities is not possible on San Pablo Avenue without major impacts to other modes, including the bus. Parallel facilities offer the best opportunity for providing a continuous low-stress bicycle facility.
- ***Safety at Intersections on San Pablo Avenue***: A universal set of safety improvements is included in each concept. Concepts that retain on-street parking provide the greatest opportunity for bulb-outs at intersections to shorten pedestrian crossing distances, and improve safety by slowing traffic. Concepts that reduce the number of mixed-flow travel lanes from 2 to 1 also calm traffic and provide a safety benefit.
- ***Economic Development***: The impact on businesses is nuanced and includes significant trade-offs. All concepts include general improvements to the public realm, along with the re-purposing of some curb space from parking/loading to other uses. The amount of parking/loading space loss varies considerably by alternative with Concept A reducing spaces the most and Concept B retaining the most spaces.
- ***Impact on Equity***: All concepts perform similarly for level of investment and commute impacts for Communities of Concern. Concept B provides the most opportunity for curbside loading and accessibility for vulnerable travelers.

Figure 19: Evaluation Summary

	CONCEPT A Bus and Bike Lanes on San Pablo Ave	CONCEPT B Bus and Managed Lane on San Pablo Ave; Bike facility on parallel street	CONCEPT C Bike Lanes on San Pablo Ave
SAFETY FIRST	+ Less potential for speeding	+ Less potential for speeding	− More potential for speeding
	+ Faster and more reliable transit service + More transit riders − 72 Local and 72 Rapid combined into one service with 1/3-mile spacing − Transit stations off-set from major intersections	+ Faster and more reliable transit service + More transit riders − 72 Local and 72 Rapid combined into one service with 1/3-mile spacing − Transit stations off-set from major intersections	+ 72 Local and 72 Rapid services remain − Slower and less reliable bus service
	− Bikes travel adjacent to sidewalk − Very limited opportunities to shorten crossing distance	+ Most opportunities to shorten pedestrian crossing distance and create pedestrian refuges	− Some opportunities to shorten pedestrian crossing distance and create pedestrian refuges
	− Safer for bicyclists, but *not* low-stress environment	+ Parallel streets create low-stress comfortable facility − Less safe for those who may continue to ride on San Pablo Ave	− Safer for bicyclists, but *not* low-stress environment
P ARKING	− Significant reduction of loading and parking spaces	+ Least reduction of loading and parking spaces	− Some reduction of loading and parking spaces
	− Potential for additional delay at intersections − Some traffic diverted to I-80 and other streets	− Managed lane is a new traffic pattern − Potential for additional delay at intersections − Some traffic diverted to I-80 and other streets	− Least impact on future delay and congestion

[4] *Concept D was not included in the evaluation as it was added after community input was received*

Outreach Survey Findings

An outreach survey gathered input from respondents in each city. Respondents included residents, business owners, shoppers, commuters, and other corridor users. Preferences for the future of San Pablo Avenue varied between these different project stakeholders. Survey respondents' preferences between bus lanes, bike lanes, and the existing condition on San Pablo Avenue are shown in Figure 20. Support for concepts with bus lanes (Concepts A and B) and bike lanes (Concepts A and C) are summed.

Overall Results

- Overall, no concept received a majority support. The concepts most preferred by survey respondents were A (29 percent) and B (28 percent), both of which featured a dedicated bus lane. Concept A proposes a bike lane on the Corridor, while Concept B proposes a parallel bike facility.

Concept Preferences by City

- Respondents in the southern portion of the Corridor (Emeryville and Oakland) most strongly supported change in the corridor, with preferences for retaining existing conditions under 10 percent.
- Support for retaining existing conditions increased moving further north up the corridor; however, the majority of respondents preferred either bus or bike enhancements to doing nothing in every jurisdiction.
- Support for removing a mixed-flow travel lane and providing a dedicated transit lane was consistently high with support from at least 40 percent support in every jurisdiction and over 50 percent in Berkeley, Emeryville, and Oakland.
- Support for dedicated bike facilities along San Pablo Avenue lagged behind support for dedicated bus facilities in all seven corridor jurisdictions.

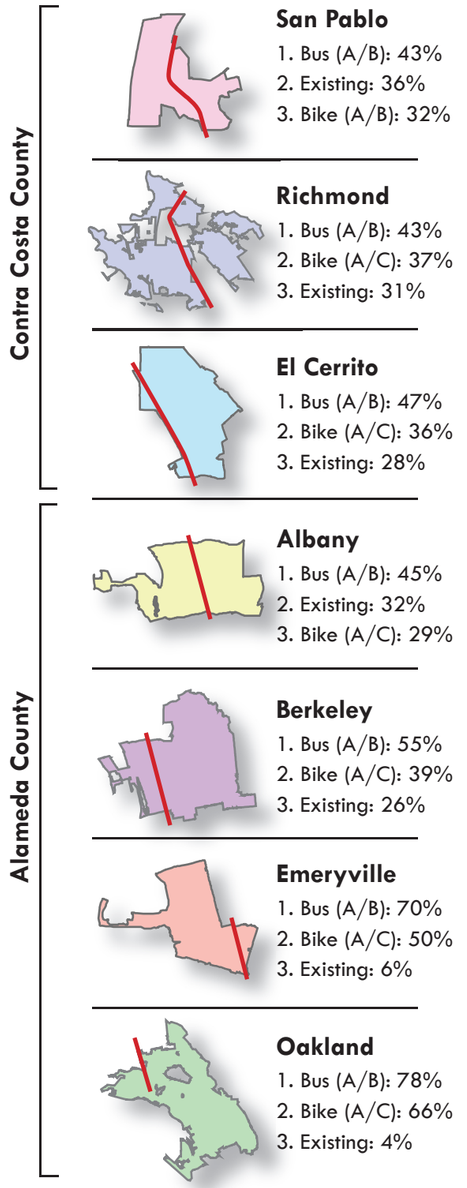
Types of User

- A plurality (46 percent) of business owners preferred San Pablo Avenue as it is today. No other group preferred existing conditions by more than 25 percent.
- Residents, commuters, and shoppers had similar preferences, with Concepts A and B receiving between 27-33 percent and Concept C at between 15-17 percent.

Modes of Travel

- Existing conditions were preferred at the greatest rate by those who drive, at 26 percent.
- Those who commute by bicycle preferred the concept with both bus and bike lanes, but a greater number selected a concept with a bus lane (Concepts A and B) than a concept with a bike lane (Concepts A and C).

Figure 20: Respondents' Preferred Concepts by Jurisdiction



Recommendations for Subsequent Project Efforts, Alameda County

Public and stakeholder engagement showed strong support for transit prioritization throughout Alameda County and strong support for bicycle facilities on San Pablo Avenue in the southern portion of the County, where bike volumes are highest and parallel facilities are limited. Based on the outreach and evaluation results, the range of concepts recommended for consideration in the next project phase was narrowed to two concepts in the Oakland/Emeryville segment—Concepts A and B—and three in the Berkeley/Albany segment— Concepts A, B, and D. Concept C has been eliminated from further consideration due to low popularity and poor technical evaluation results. The graphic below highlights key Phase 1 findings that informed selection of Concepts to advance. Additional stakeholder engagement and engineering are needed in the next project phase to select a single preferred alternative and move into project implementation.

Given the importance of improving pedestrian safety in the Corridor, Phase 1 also identified a series of lower-cost improvements that do not preclude implementation of any of the long-term Concepts still under consideration. These are described on page 16.

Berkeley-Albany Segment

- Highest bus ridership in Alameda County segment
- Significant challenges with bus reliability
- Direct and proximate parallel bike facilities are available
- Mixed outreach results with support for bus lanes and bike lanes, but also significant concerns raised by stakeholders over loss of on-street parking/loading and travel lane

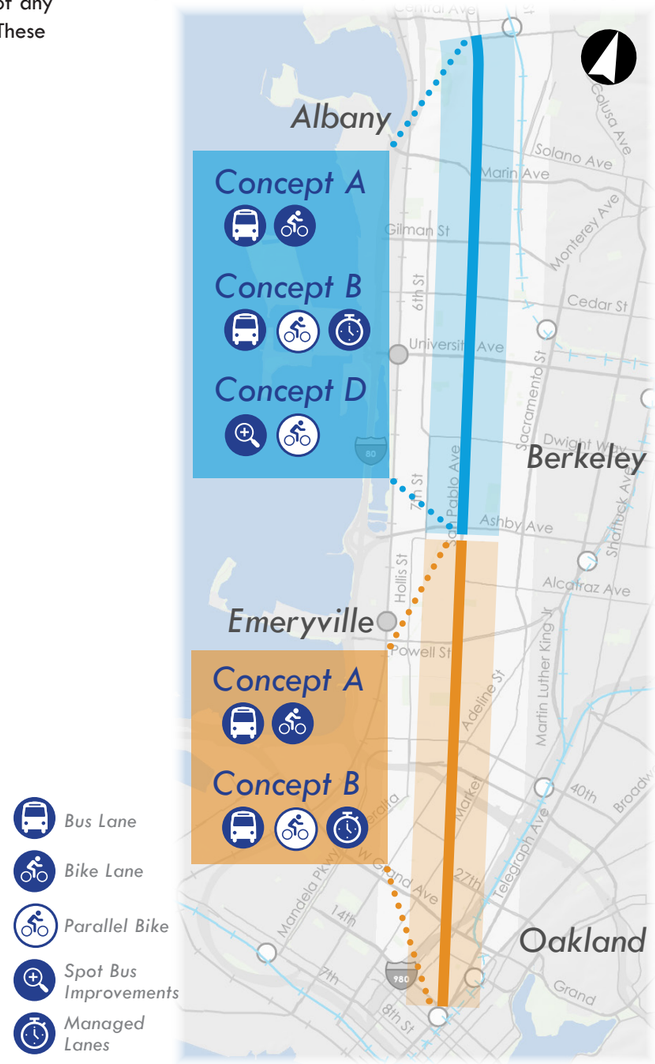
➔ **Advance Concepts A, B, and D**

Oakland-Emeryville Segment

- Notably lower auto volumes, lessening impact of auto lane reduction
- Higher bicycle volumes on San Pablo Avenue than in any other segment
- Challenging network for parallel bike facilities, particularly south of Market Street
- Overwhelming support from community for modifying existing conditions with vast majority supporting bus lanes and strong support for bike lanes
- Strong community support for safety improvements and traffic calming

➔ **Advance Concepts A and B**

Figure 21: Alameda County Concepts to Advance by Segment



Recommendations for Subsequent Project Efforts, Contra Costa County

Additional location-specific design development and evaluation are needed to advance concepts in Contra Costa County due to: (1) greater variability in geometric and operational characteristics of the corridor; (2) different mode splits and travel needs; and (3) varying attitudes toward preferred improvements.

San Pablo-Richmond Segment

- Segments of the corridor have or are planned to have Class II bike lanes
- Limited opportunities for parallel bike facilities
- Auto volumes among the highest in the corridor
- These was no clear consensus amongst survey respondents. While a bus lane was slightly preferred of the concepts presented, sentiment for retaining existing conditions was highest in this portion of the corridor.

➔ **Additional Study**

The roadway width narrows in portions of this segment. Further engineering analysis is needed to determine location-specific concept options and further traffic analysis is needed to assess circulation impacts and diversion associated with lane reduction.

El Cerrito-Richmond Segment

- Very high transit ridership around BART stations despite progressively deteriorating transit travel time and reliability due to increasing congestion
- Represents a transition between different development patterns and roadway character
- El Cerrito Specific Plan has concurrently proposed roadway reconfigurations including a bike lane
- Majority of survey respondents supported modifying existing conditions, but lack of consensus on preferred configuration

➔ **Additional Study**

Widest curb-to-curb portion of the Corridor, allowing for inclusion of additional facilities. Further engineering analysis is needed to determine location-specific concept options. Additional analysis needed to determine how to best connect transit corridor and BART stations.

Figure 22: Contra Costa County Corridor Segments

Very Near-Term Improvements

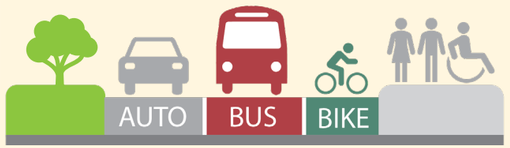
Major modifications to San Pablo Avenue will take several years to advance to implementation, including several intermediate steps: develop stakeholder consensus through robust additional outreach, complete design in coordination with local jurisdictions and Caltrans, obtain full environmental clearance, and finally, undertake construction. However, the project team identified several lower-cost improvements that can be implemented in the short-term to quickly improve safety and comfort, while the longer-term vision is being refined. These improvements can be implemented in five years and do not preclude future corridor plans. Treatments include:

- Curb extensions and Americans with Disabilities Act-compliant curb ramps and sidewalks
- Treatments at unsignalized crossings to enhance pedestrian visibility and comfort: Rapid-Rectangular Flashing Beacons, high visibility crosswalks, and/or median refuge islands
- Wayfinding signage
- Treatments at signalized intersections to enhance pedestrian priority: adaptive pedestrian signals, countdown heads, and/or leading pedestrian intervals
- Modification of larger intersections to channelize auto movements and reduce vehicle speeds
- Bike crossing improvements and targeted bus stop enhancements

Near-Term Alternatives

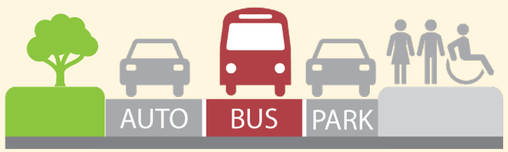
Based on local support, the project team further explored opportunities to advance a more transformative near-term project in the Cities of Oakland and Emeryville, where interest in bus and bike treatments is highest. Four alternatives were developed, all variations on Concepts A and B, as depicted below:

Alt 1 - Side-running bus and bike lane



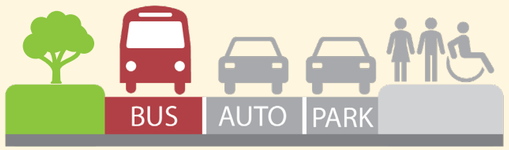
Convert mixed-flow lane to side-running bus lane and remove parking to provide protected or buffered bike lane midblock.

Alt 2 - Side-running bus and parking



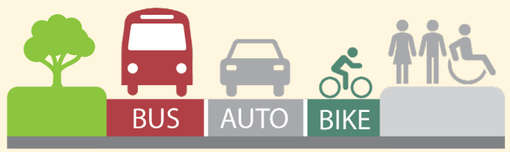
Convert mixed-flow lane to side-running bus lane with limited parking removal. Easiest, least-costly option.

Alt 3 - Center-running bus and parking



Convert mixed-flow lane to center-running bus lane; key benefit for bus is avoidance of right-turning vehicles and parking maneuvers.

Alt 4 - Center-running bus and bike lane



Convert mixed-flow lane to center-running bus lane and remove parking. Restrict turns at unsignalized intersections. Most expensive and challenging.

Items for Further Analysis or Refinement

Corridor-wide Considerations

There are multiple corridor-wide considerations that require further examination as part of Phase 2 efforts These include:

Center-Running vs. Side-Running Dedicated Transit Lane
What are the implications of center- vs. side-running bus lanes for ease of construction, construction impact, construction cost, phasing, and bus network connectivity?

Transit Service Approach
Does the extent of transit improvements on San Pablo Avenue warrant merging Local (72/72M) and Rapid (72R) routes into a single BRT service, which would improve transit reliability and efficiency, but increase distance between stops?

Queue Jump Locations
If dedicated bus lanes are not provided throughout the corridor (e.g. Concept D), what are the specific locations where bus queue jump lanes would be both beneficial and geometrically feasible?

Emergency Vehicle Operations in Exclusive Transit Lanes
What is the potential for emergency vehicle use of transit lanes to improve emergency response times?

Managed Lane Configuration/ Operation
Is operating a managed lane (e.g. Concept B) feasible, especially enforcement by using city resources? What configuration would optimally balance parking, throughput, and pedestrian safety needs?

Figure 23: Project Development Considerations

Location-specific Considerations

Outstanding location-specific items include:

Northern Terminus
What is the optimal northern terminus for the hybrid BRT that balances riders' desire to limit transfers and have more reliable service, while managing operating costs.

BART Connection
How would a hybrid BRT service integrate with the two BART stations in El Cerrito, and balance both travel time and transit network connectivity?

Line 72M Operations
What southern terminus of Line 72M achieves the best balance between transit rider experience and the most efficient use of operational resources?

Downtown Oakland Terminus
What is the optimal southern terminus in Downtown Oakland considering operational costs, network connectivity, and bus layover placement?

NEXT STEPS

VERY NEAR-TERM SAFETY IMPROVEMENTS

- Advance through design and environmental clearance
- Strong partnership with local jurisdictions through implementation

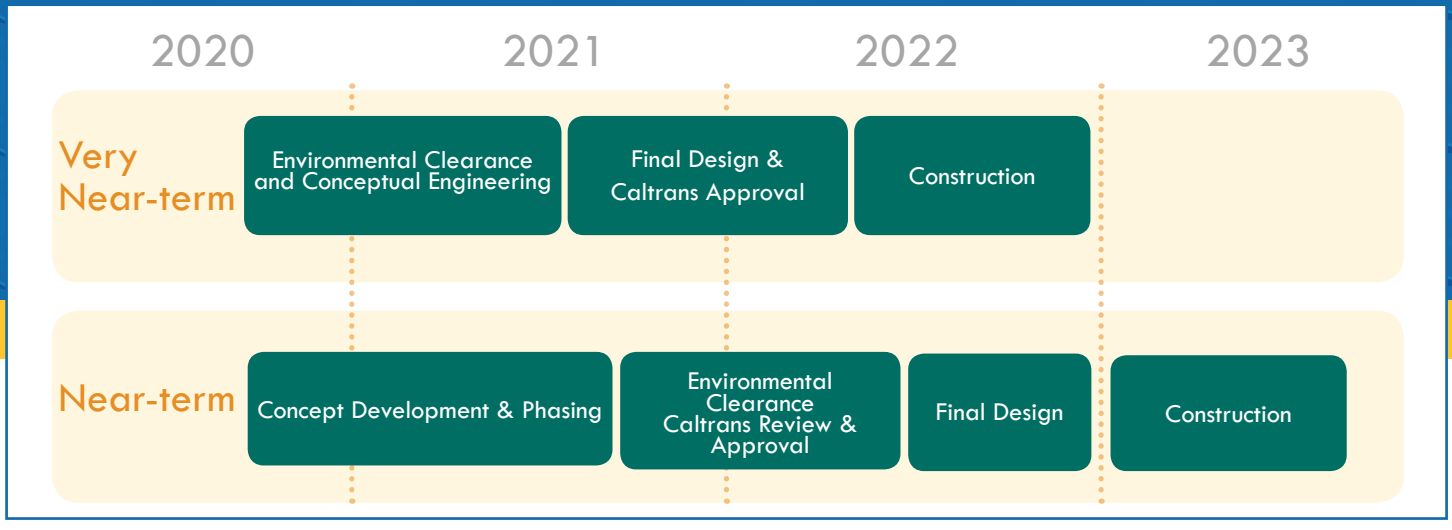
NEAR-TERM IMPROVEMENTS

- Progress development of alternatives and perform additional analysis to assess benefits & trade-offs
- Explore infrastructure pilot opportunities where there is local support
- Advance improvements through design and environmental clearance

LONG-TERM VISION

- Evaluate effectiveness of near-term improvements
- Continue to develop, evaluate, and refine long-term corridor-wide concepts, including improvements for parallel routes
- Advance alternatives to preliminary engineering and environmental clearance

ANTICIPATED TIMELINE



Long-term Vision

Caltrans Project Initiation → Concept Refinement → Environmental Clearance and Conceptual Engineering

Long-term project development to advance based on outcomes and lessons learned from near-term project.