San Pablo Avenue Corridor Project Phase 2

Bicycle and Pedestrian Advisory Committee

November 18, 2020

Agenda

1. Phase 1 Project Background
2. Phase 2 Approach
3. Next Steps

Project Purpose and Goals

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 help support a strong local economy and growth along the corridor while still maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

ALAMEDA
County Transportation Commission

Corridor Overview
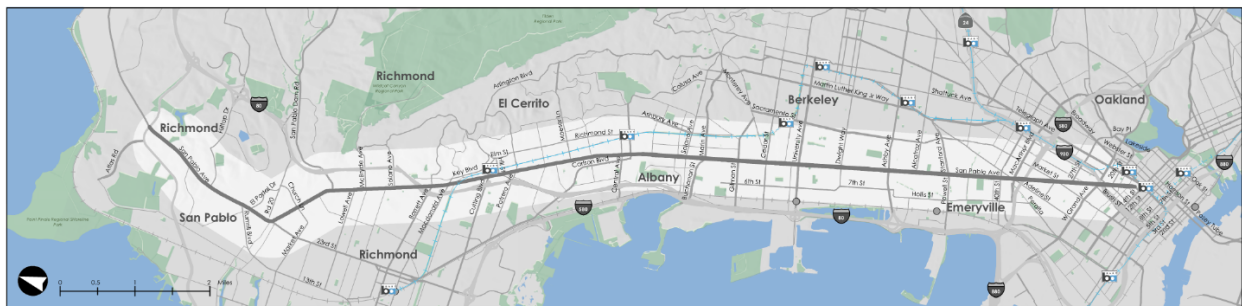
Legend:
- BART Station
- BART Above/Below Ground
- Capitol Corridor Stations
- Freight Rail and Capitol Corridor Tracks
- San Pablo Avenue Corridor
- Freeways
- Water
- Parks/Open Space

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Phase 1 Work Summary

- Existing conditions analysis

- Development, evaluation and refinement of long-term alternatives

- Began identification of near-term targeted safety improvements

- Stakeholder & public engagement

Phase 1 Outcomes

Concepts Considered in Phase 1

- **Concept A**:
  - ➢ **Bus Lanes** on SPA
  - ➢ **Bike Lanes** on SPA
- **Concept B**:
  - ➢ **Bus Lanes** & Managed Lane on SPA
  - ➢ Bike Facility on Parallel

- **Concept C**:
  - ➢ **Bike Lanes** on SPA
  - ➢ Spot Bus Improvements on SPA
- **Concept D**:
  - ➢ Spot Bus Improvements on SPA
  - ➢ Bike Facility on parallel

Phase 1 Stakeholder and Public Engagement

- ➢ Workshops
- ➢ Surveys
- ➢ Community events, Pop-up events and Intercept surveys
- ➢ Focus groups (cyclists, bus riders, seniors/people with disabilities, merchants)
- ➢ TAC and City staff meetings
- ➢ Elected/appointed official briefings

Round 2 Public Outreach Participation by Type

Approximately 3,900 individuals participated in Round 2 public outreach

1,446
Participants at pop-ups & busy corridor locations

224
Attendees at stakeholder & community workshops

76
Elected and appointed officials engaged

2,154
Online surveys completed

Bike/Ped Engagement in Phase 1

- 4 bicyclist focus groups

- 3 meetings with Countywide BPAC

- City BPACs:
  - City of Emeryville
  - City of Oakland
  - Contra Costa County

Survey Results | Preferred Concept by City

Survey question: *Which of the options would you prefer for San Pablo Avenue? Please select one.*

City	A	B	C	Ex. Cond.	Other	Total
	%	%	%	%	%	
Oakland	52%	25%	14%	4%	5%	100%
Emeryville	33%	37%	17%	6%	7%	100%
Berkeley	26%	29%	13%	26%	6%	100%
Albany	19%	26%	10%	32%	13%	100%
El Cerrito	17%	31%	19%	28%	5%	100%
Richmond	15%	28%	22%	31%	4%	100%
San Pablo	11%	32%	21%	36%	0%	100%
Other	33%	27%	16%	17%	6%	100%
Total Unique Resp.	29%	28%	15%	22%	6%	2,154

Source: Online survey, Spring-Summer 2019

Preferred Concept by City

Survey question: *Which of the options would you prefer for San Pablo Avenue? Please select one.*

City	Bus lanes on SPA (A & B) %	Bike Lanes on SPA (A & C) %	Preserve Parking on SPA (B & EC) %	Existing Conditions %
Oakland	78%	66%	29%	4%
Emeryville	70%	50%	43%	6%
Berkeley	55%	39%	55%	26%
Albany	45%	29%	58%	32%
El Cerrito	47%	36%	59%	28%
Richmond	43%	37%	59%	31%
San Pablo	43%	32%	68%	36%
Other	60%	49%	44%	17%
Total Unique Resp.	**57%**	**44%**	**50%**	**22%**

Source: Online survey

San Pablo Avenue Corridor Project

Key Phase 1 Findings - Alameda Co.

Oakland/Emeryville

- Lower auto volumes
- Bus ridership high to Downtown
- Highest bike use on SPA
- More challenging network for parallel bike routes
- Significant community support for major change and traffic calming but limited feedback from businesses

Berkeley/Albany

- Highest bus ridership in Ala. Co.
- Challenges with bus reliability
- Parallel bike routes available
- Mixed outreach results: support for bus lanes, mixed support for bike on SPA vs. parallel, and significant concerns about loss of parking
- Connections into Contra Costa County more important

San Pablo Avenue Corridor Project

Other Alternatives Considered

- Road diet – 5 to 3 conversion

- Two-way bikeway (side-running and median-running)

- Reversible or non-reversible single bus lane

- Pedestrian grade-separated overcrossing

- **Side-running lanes**

Long-Term Concepts to Advance

- Eliminated Concept C from further consideration

- Emeryville/Oakland
  - ➤ Concept A: Bus & Bike Lanes on SPA
  - ➤ Concept B: Bus Lanes on SPA & Bike Facility on Parallel

- Berkeley/Albany
  - ➤ Concept A: Bus & Bike Lanes on SPA
  - ➤ Concept B: Bus Lanes on SPA & Bike Facility on Parallel
  - ➤ Concept D: Spot Bus treatments & Bike on Parallel

- Considering side and center-running options

Key Outcomes for Long-Term Project

- Lack of consensus around single concept for long-term
  - ➤ Taking multiple alternatives forward adds cost and complexity, and could delay nearer-term improvements
- Long-term project costs high: $350-700M
- COVID-19 introduced additional uncertainties
- **Interest in advancing a smaller-scale near-term project to test concepts**

Phase 2 Approach – Alameda County

Very-Near-Term Improvements

Infrastructure Pilot

Very-Near-Term Safety Improvements

Pedestrian

➢ High-visibility crosswalks and striping
➢ Improved lighting at crosswalks
➢ ADA-compliant ramps/ sidewalks
➢ Raised pedestrian islands, bulb outs
➢ Improved signals
  ▪ Pedestrian countdown heads
  ▪ Rapid rectangular flashing beacons and/or Pedestrian hybrid beacons
  ▪ Audible and adaptive pedestrian signals with leading pedestrian intervals

Bike and Transit

➢ Improved bicycle crossings
➢ Wayfinding signage
➢ Improved lighting at bus stops
➢ Signal phasing, timing optimization, and controller upgrades to prioritize transit

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Infrastructure Pilot

Oakland/Emeryville

• Consider: Side-running Bus Lanes and Class IV Bike Lanes on San Pablo Ave

• Robust community outreach needed to weigh parking/loading and bike lanes trade-offs

Albany/Berkeley

• Consider: Targeted bus improvements & parallel bike improvements

• Build on Kains/Adams couplet in Albany and Berkeley's bike boulevards

Considerations:

• Materials TBD in close coordination with city staff.

• Will require Caltrans PID
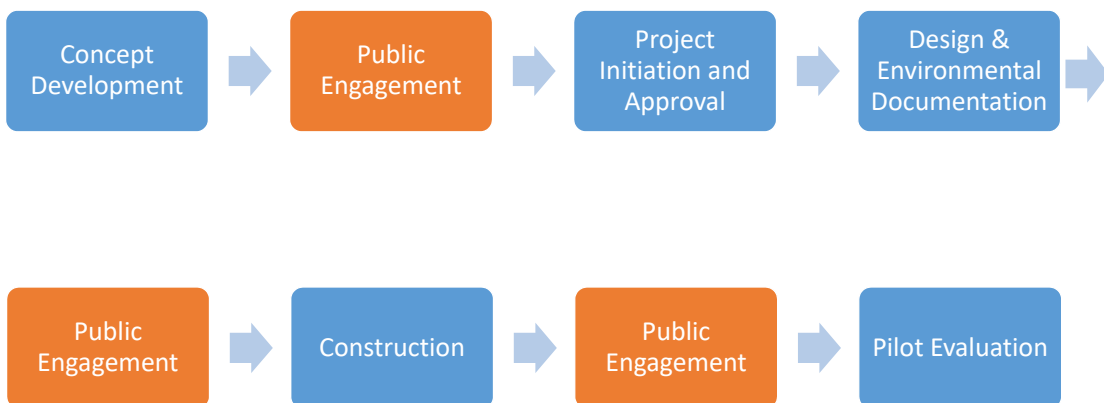
Parallel Bikeway treatments

- Neighborhood "Greenways"

- Traffic calming

- Improved lighting

- Prioritize bicycle route at intersections

- Wayfinding signage

- Improved connections to/from San Pablo

- Improved crossings of San Pablo

Infrastructure Pilot Process

| Concept Development | → | Public Engagement | → | Project Initiation and Approval | → | Design & Environmental Documentation | → |

| Public Engagement | → | Construction | → | Public Engagement | → | Pilot Evaluation |

Bike/Ped Engagement during Phase 2

- Establish Active Transportation Working Group
  - ➤ Meet every 3-4 months starting in 2021
  - ➤ Goal: Engage in a more detailed way on the bike/ped designs
  - ➤ Replicate successful process used *at the end* of the Gilman project development process
- Continue to engage BPAC at key points throughout the life of the project

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Summary: Decisions that have been made

- Remove Concept C from consideration (bike lanes only)

- Advance an infrastructure pilot that considers side-running bus lanes and bike lanes on San Pablo in Oakland and Emeryville

- Advance targeted improvements for pedestrian safety, bus performance and bicyclist crossing safety of San Pablo throughout Alameda County

- Advance improvements to parallel bicycle facilities in Berkeley and Albany during pilot period, awaiting outcomes of Pilot for decisions around re-design of San Pablo

Next Steps & Schedule

- **Fall 2020**: Kick-off Phase 2

- **2021**: Planning for Infrastructure Pilot, Design Safety Improvements

- **2022**: Deliver Safety Improvements, Approval for Infrastructure Pilot

- **2023**: Deliver Infrastructure Pilot

- **2024**: Evaluation Infrastructure Pilot

Discussion

- What aspects of Phase 2 are most important to you?

- What will be the most effective ways to work with the active transportation community to advance the Phase 2 approach?

EXTRA SLIDES

Parallel Bike Facility Options

Parallel Bike Facility Options

27

Parallel Bike Facility Options