



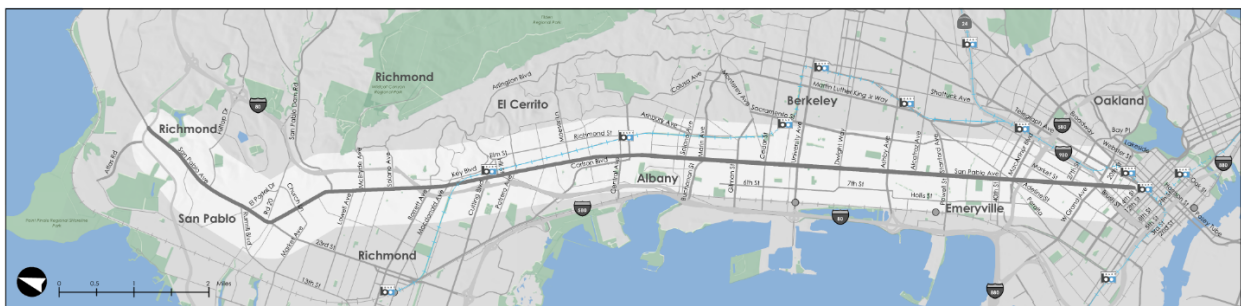
ALAMEDA COUNTY TRANSPORTATION COMMISSION

San Pablo Avenue Multimodal Corridor Project

Alameda CTC Bicycle Pedestrian Advisory Committee

February 17, 2022

San Pablo Corridor Project



- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities throughout corridor



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Conclusion of Phase 1

- Lack of consensus around single **long-term** concept throughout corridor
- Long-term project costs high: \$350-700M
- Significant interest in advancing:
 - Safety improvements corridor wide
 - Smaller-scale, near-term project to test concepts



San Pablo Avenue Corridor Project



San Pablo Avenue Phase 2 Project Overview



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Recap

- Phase 1: 2017-2020
 - Presented to BPAC November 2019
- Sept 2020: Alameda CTC Commission approved Phase 2 contract scope & budget
 - Presented to BPAC November 2020
- 2021:
 - Designed prototypes: Regular coordination with partner agency staff
 - Work through key design challenges
 - Analyzed impacts and benefits of project
 - Conducted parking and loading analysis, storefront outreach
- January 2022: Small scope expansion



Established Active Transportation Working Group (ATWG)

- Purpose: To have more in depth discussions of design issues
- Meetings:
 - Fall 2020: Phase 2 scope, creation of ATWG
 - Summer 2021: Parallel bike proposals
 - Fall 2021: Parallel bike proposals and bus + bike lane proposals
 - February 2022: Discussion of ATWG proposals for bus + bike lane



Safety Enhancements: Four Cities

- Addresses urgent need for safety improvements
- Strong community support
- Doesn't encroach on right of way, has minimal impacts
- Includes all four Alameda County cities

Pedestrian examples

- Improved pedestrian crossings, high-visibility striping, signals
- ADA-compliant ramps, sidewalks
- Improved lighting

Bike and Transit examples

- Improved bicycle crossings
- Wayfinding signage
- Signal upgrades to prioritize transit



Parallel Bike Improvements: Berkeley & Albany

Prioritized parallel bikeways improvements that:

1. Together with city projects in development, create a complete parallel network on both sides of San Pablo Avenue
2. Provide the closest comfortable and continuous parallel route to San Pablo Avenue
3. Address the most challenging barriers in the network, e.g. difficult street crossings
4. Can be delivered in the near term (2-4 years)

Does not preclude dedicated bus or bike lanes on San Pablo as part of ultimate full-corridor project



Parallel Bike: Albany (5.1B, pg. 13 of packet)



5.1B



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Parallel Bike: Berkeley (5.1B, pg. 14 of packet)



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Near-Term Bus/Bike Project



Oakland, Emeryville & South Berkeley



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Near-Term Bus/Bike Project

Evaluating:

- Side-running bus lanes
- Protected bike lanes
- No parking/loading lane on SPA
- Requires robust engagement with storefronts/residents along SPA

• Key design issues:

- Constraints at intersections
- Loading Zones
- Hybrid bus stop spacing
- Paratransit/ADA access
- For near-term project feasibility, need to balance right-of-way demands with minimizing curb changes



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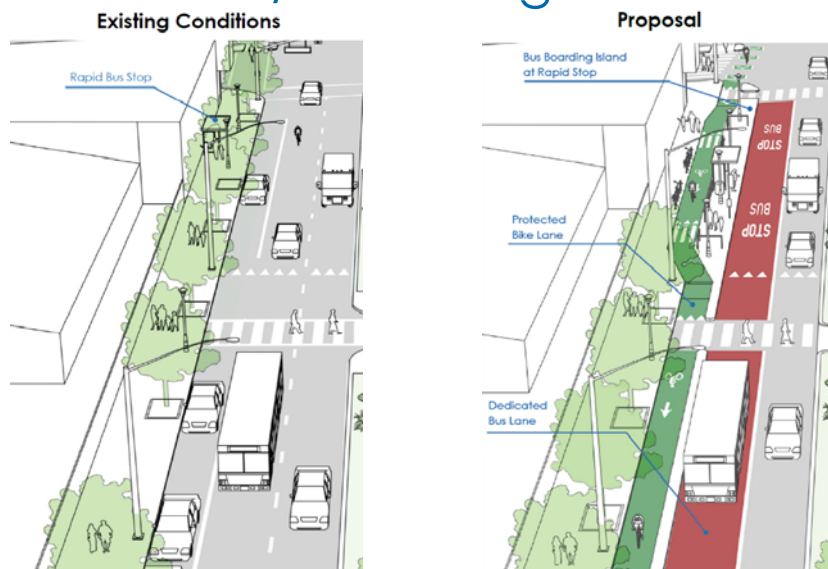
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Design Principles

- Prioritize transit speed and reliability
- Improve safety, especially for people walking & biking
- Design the most protected bus and bicycle facilities possible on San Pablo
- Accommodate critical access and circulation needs



Near-Term Bus/Bike Design



Right Turn Designs

Typical Design

- Where possible autos will make right turns from bus lane
 - Should not degrade bus reliability in locations where turn volumes and ped volumes are medium/low
- In locations with high right turn volumes, need vehicles out of bus lane to preserve bus performance



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Right Turn Designs

Alternative Treatment for Consideration (in limited locations)

- Right turning vehicles share with bike
- May be able to prohibit right turns at limited number of locations with alternate routes
- Active transportation stakeholders:
 - Request avoiding auto/bike sharing & instead, route bikes on sidewalk
 - Tradeoffs: Removal of trees, signal poles, reduced sidewalk width, potential for mixing bikes and pedestrians
 - Challenges: crossing driveways
 - Impacts to cost, schedule, risk



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Parking and Loading Analysis

- Goal: Determine how to accommodate critical curb needs in bus and bike lanes project (e.g. loading, ADA spaces)
- Preferred locations: side streets or existing off-street
- Analyze other ideas where preferred locations are infeasible, e.g.: short segment of shared bus/bike lane, loading in curb lane
- Full data and analysis shared with city staff



Parking and Loading Conditions Today

- 571 parking spaces – mostly unlimited (75%), no meters
- Few loading spaces on San Pablo Ave; most trucks double-park
- Occupancy is fairly low (54% occupancy, weekday mid-day '21)
 - Highest occupancy is in West Oakland (61%), some blocks >70%
- Vast majority of parcels front side-street and/or have off-street lot



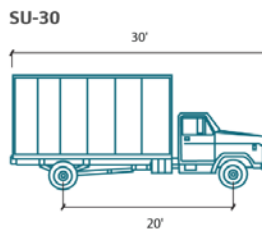
Opportunities & Challenges

- Vast majority of parcels front a side-street and/or have off-street parking
- Parking underutilized today
- Small minority of do not front side-street nor have off-street parking
 - Most are commercial
 - Majority are in North Oakland



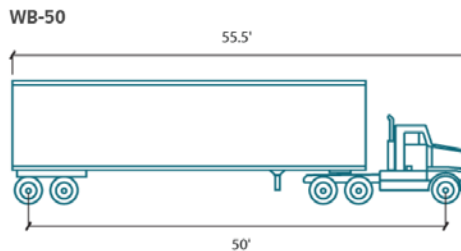
Design Vehicle for truck turns: SU30

Downtown and
Commercial Streets



Designated Truck Routes

Note: Trucks are
permitted to use the full
intersection when
making turns onto a
receiving street.



Storefront Outreach

- Door-to-door outreach to all storefronts Dec 9-21, 2021 and Jan 3-21, 2022
- Walked entire corridor
- 82 surveys completed (56% of occupied storefronts)
- Dropped flyers at other addresses and attempted phone calls/emails where possible



Comments:

- Supportive of project
 - Support for addressing traffic safety and slower speeds
 - Support for improving public transit
 - Some businesses already have parking and loading off San Pablo (lots or side streets)
- Concerns about parking/loading loss
 - Safety/security issues on side streets
 - Loss of business without parking
 - Distance for people with disabilities
 - Loss of existing parklets, bulb outs
 - Trucks double parking on SPA
 - Trucks on residential streets will anger neighbors
 - Residents fill side street parking
- General project concerns
 - Traffic congestion
 - Dislike Telegraph bike lanes; perception that protected bike lanes are dangerous



Storefront Outreach Key Takeaways

- Almost all locations (80+%) appear to survey team to have a potential loading/parking solution; most of those surveyed don't agree
- Support slightly higher from Emeryville storefronts than Oakland
 - Greatest challenges in North Oakland
- Key challenges include:
 - Distance/convenience for deliveries, likelihood of double parking
 - Safety, security, encampments, and residential parking on side streets
 - Many potentially workable solutions have significant caveats that would need to be worked out case-by-case



Criteria for designating loading zones on San Pablo

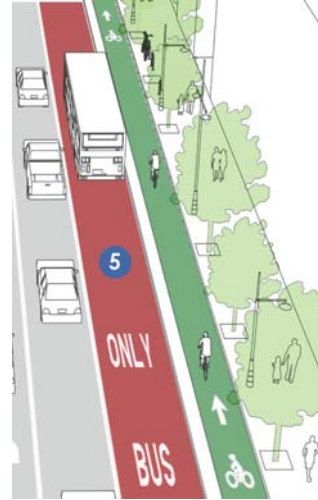
- Preliminary criteria: Mid-block, commercial parcel, no off-street lot
 - All "no solution" locations from outreach are on these blocks
- Final decisions on loading zones TBD during preliminary engineering, will consider factors including:
 - Side-street loading zone is too far away
 - Limitation on side street truck circulation due to truck type or street design/width
 - Off-street lot inadequate for loading activities
 - Personal safety and security concerns on side-streets
- Goal is to keep to $\leq 20\%$ of block faces with loading zone



Parking/Loading Designs

Typical Design

- Protected bicycle facility
- Parking and loading relocated to side streets and/or off-street lots



Parking/Loading Designs

Alternative Treatment for Consideration (in very limited locations)

- Small segment shared bus/bike lane
 - Coordination with Caltrans and AC Transit
- Active transportation stakeholder:
 - Request avoiding bus/bike sharing & instead, route bikes on sidewalk
 - Tradeoffs: Removal of trees, light poles, reduced sidewalk width, potential for mixing bikes and pedestrians, potential need to shift lanes left and impact median
 - Impacts cost, schedule, risk



Traffic and Transit Analysis

- Goal: Forecast transit and traffic performance with conversion of a general purpose lane to a transit lane
 - Transit Speed and Reliability
 - Auto Diversion
 - Auto Travel Time
 - Locations where turn pockets are needed
- Tool: VISSIM microsimulation model



VISSIM Model Preliminary Results

	AM Peak Period	PM Peak Period
Travel Time Comparison, Build vs No Build (%)		
72R	-10% to -20%	-15% to -20%
Auto	+3% to +5%	+5% to +10%
Diversion Percentage		
Albany/Berkeley	3%	3%
Oakland/Emeryville	15%-30%	20%-30%

- Transit travel time reliability improves by over 50%
- Increase in congestion and diversions greatest at 40th Street; has systemwide impact
- Macarthur, Alcatraz also congestion hot spots



Next Steps: Project Roadmap

- **Winter 2021-22:** Stakeholder engagement
- **March 2022:** Recommend project to advance to ensure eligibility for funding opportunities
 - Emeryville Council 3/1, AC Transit Board 3/9, Alameda CTC PPLC 3/14, Oakland Council ~ May, Berkeley Council TBD
- **Summer 2022:** Apply for Construction Funding
- **2022-23:** Advance preliminary engineering, Caltrans approvals, environmental review, seek funding for construction
- **Goal:** Deliver project in 3-5 years



Discussion

