

ALAMEDA COUNTY TRANSPORTATION COMMISSION

# San Pablo Avenue Multimodal Corridor Project

Planning, Policy & Legislation Committee March 14, 2022





## **Project Overview** • Convert outside traffic lane to side-running dedicated bus lane and parking lane to a protected bike facility in Oakland, Emeryville and southern Berkeley > Bike lanes 16th to Heinz Ave Bus lanes 20th to Ashby Ave $\geq$ Pedestrian safety enhancements throughout • Bus bulbs at Rapid stops in Berkeley and Albany with Proposed Typical Mid-Block Cross-section parallel bike improvements For illustrative purposes only ALAMEDA 4 San Pablo Avenue Corridor Project







# Benefits and Challenges

#### Benefits

- **Safety**: Project will calm traffic, bike lane and pedestrian safety enhancements will improve safety
- **Transit Speed and Reliability**: Bus lane will provide 10-20% travel time savings and 50% reliability improvement for Rapid
- Economic Vitality and Growth: Placemaking will support strong local economy and multimodal improvements will support growth

#### Challenges to be addressed during design

- Constraints at intersections: Right turns shared with buses; rights shared with bike lane at limited locations to preserve bus performance
- Need for targeted, Limited-Location Loading Zones: Bikes share with buses in most cases
- Need to preserve Paratransit/ADA access
- Need to balance right-of-way demands with minimizing curb and median changes

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# Near-Term Right Turn Design Concept

### Alternative Treatments for Consideration

- Right turning vehicles share with bike
- Prohibit right turns with alternate routes
- Explored other ideas suggested by active transportation stakeholders, but all have major tradeoffs for transit, pedestrians, diversions









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	AM Peak Period	PM Peak Period
ravel Time Comparis	on, Build vs No Build (%	)
'2R	-10% to -20%	-15% to -20%
Auto	+3% to +5%	+5% to +10%
Diversion Percentage	(with one left turn pock	et at 40 <sup>th</sup> Street)
Albany/Berkeley	3%	3%
Oakland/Emeryville	15%-30%	20%-30%

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