



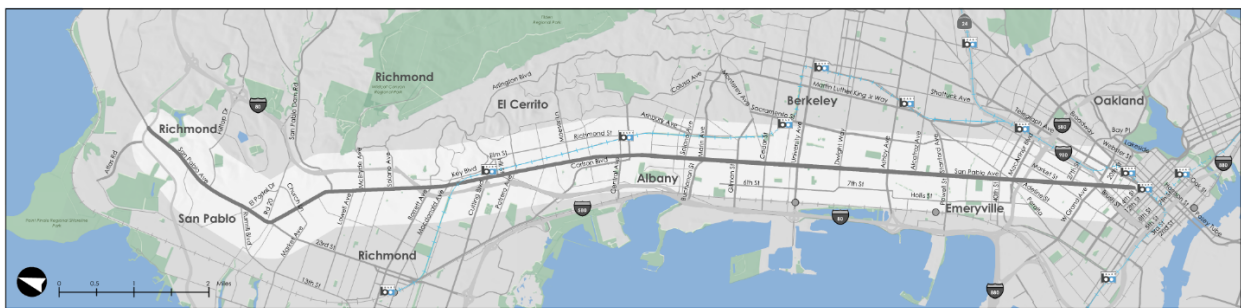
ALAMEDA COUNTY TRANSPORTATION COMMISSION

San Pablo Avenue Multimodal Corridor Project

Planning, Policy & Legislation Committee

March 14, 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



San Pablo Avenue Corridor Project

San Pablo Avenue Phase 2 Project Overview



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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
- **Pedestrian safety enhancements** throughout
- Bus bulbs at Rapid stops in Berkeley and Albany with parallel bike improvements



Proposed Typical Mid-Block Cross-section

For illustrative purposes only



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Bus & Bike Lanes Project Map



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Near-Term Design Parameters

Goal: Expedite delivery to address safety, efficiency and placemaking in near-term (deliver in 3-5 years, pending funding)

- Utilize a streamlined Caltrans review and approvals process
- Minimize curb, median and landscaping modifications
- Balance demands on right-of-way
 - Design the most protected bus and bicycle facilities possible on San Pablo
 - Accommodate storefront/residence access, including ADA accessibility
 - Meet corridor circulation needs, incl. truck circulation & minimizing diversions to other streets
- Evaluate project to inform future treatments



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Near-Term Bus/Bike Design Concept



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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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Transit & Traffic: 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 (with one left turn pocket at 40th Street)		
Albany/Berkeley	3%	3%
Oakland/Emeryville	15%-30%	20%-30%

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



Phase 2 Project Engagement

- One-on-one storefront engagement
- Community organization presentations and partnerships
 - Golden Gate Neighborhood Association
 - West Oakland Neighbors
 - EBALDC combined Oakland/Emeryville residents
 - Chestnut Linden Court
- Active Transportation Working Group
- City, AC Transit, EBP advisory committees
 - AC Transit Accessibility Advisory Committee
 - East Bay Paratransit Service Review Advisory Committee
 - City Transportation Commissions, BPACs, etc.
- Additional outreach during design, construction, evaluation



Next Steps: Project Roadmap

- **March 2022:** Recommend project to advance to ensure eligibility for funding opportunities
- **Spring/Summer 2022:** Apply for construction funding
- **Summer 2022:** Advance preliminary engineering including targeted outreach on design issues
- **2022-23:** Caltrans approvals, environmental review, final design
- **Goal:** Deliver project in 3-5 years (pending full funding)



Recommended Design Concept

- Convert outside traffic lane to **side-running dedicated bus lane** and parking lane to a **protected bike facility** in Oakland, Emeryville and southern Berkeley
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Discussion

