

San Pablo Avenue Corridor Project



AC Transit Board

March 9, 2022

San Pablo Corridor Project Phase 1



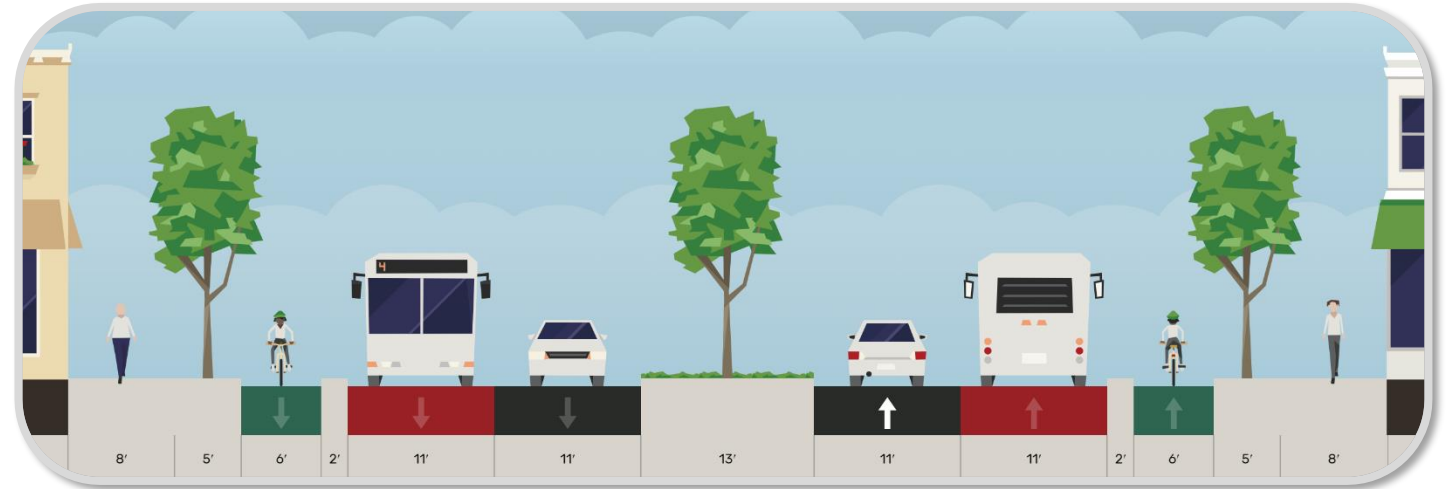
- Enhance **safety** for all travel modes
- Improve **comfort and quality** of trips for all users
- Support a **strong local economy** and efficiently accommodate **growth** along the corridor while respecting local contexts
- Promote **equitable** transportation and design solutions for diverse communities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

San Pablo Avenue Phase 2 Project Overview



Project Overview

- **Pedestrian safety enhancements**
- **Bus bulbs** at Rapid stops in Berkeley and Albany
- Convert outside traffic lane in each direction to a **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



Proposed Typical Mid-Block Cross-section

For illustrative purposes only

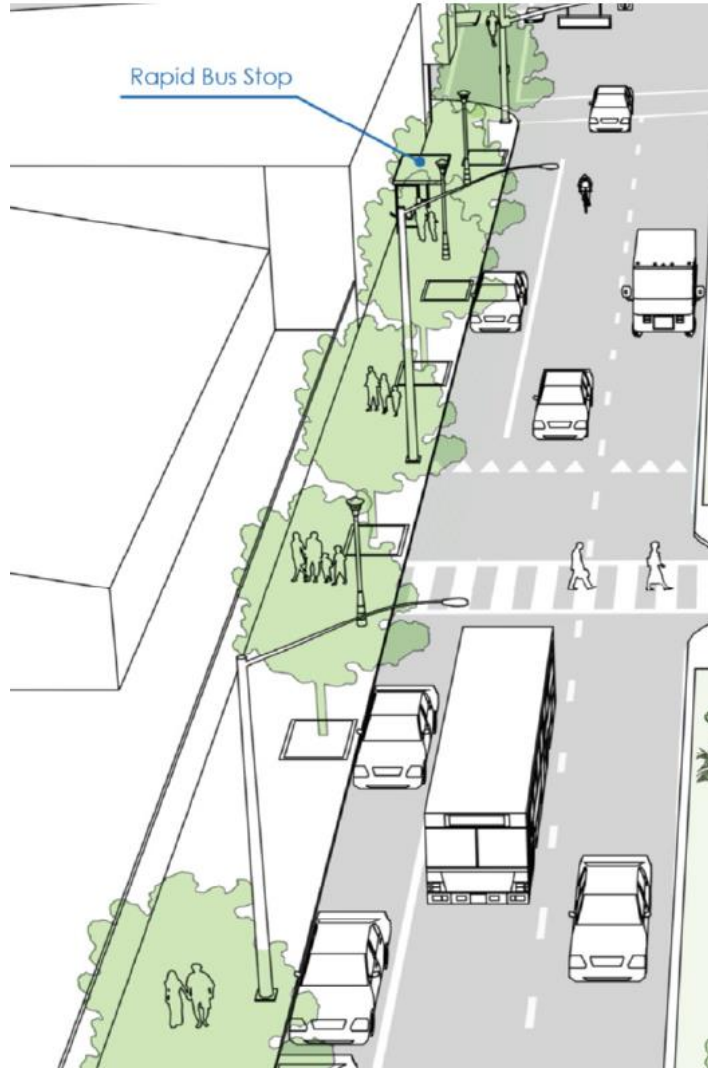
Design Parameters

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

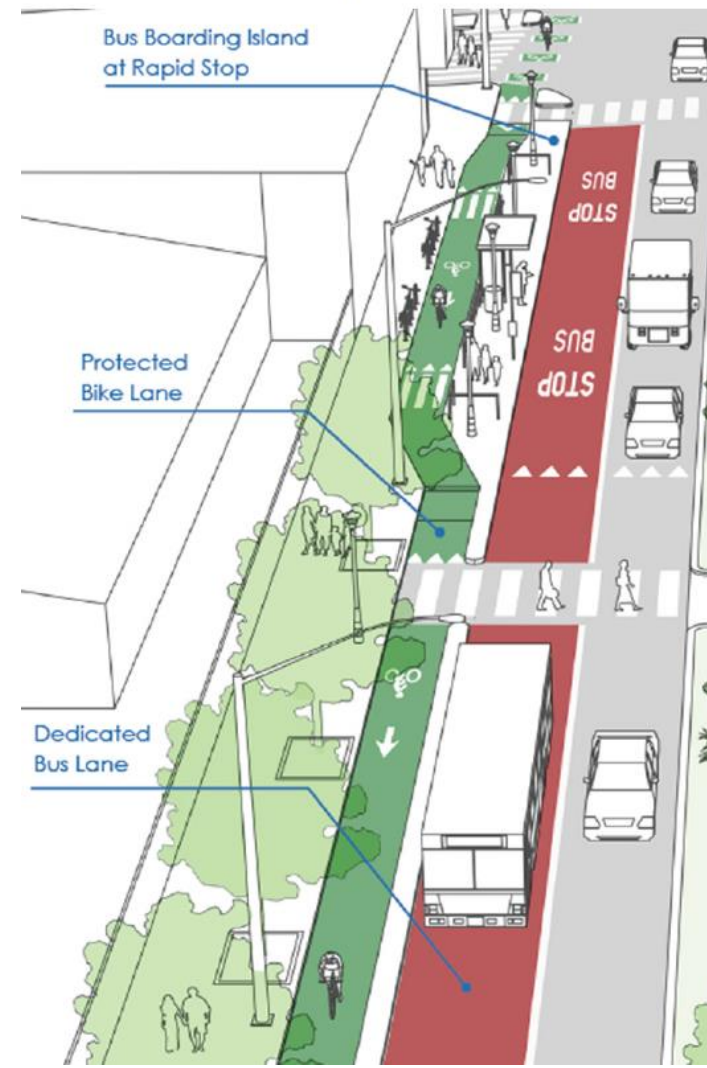
- Utilize a streamlined Caltrans review and approvals process
- Minimize curb, median and landscaping modifications
- Balance demands on right-of-way
 - Design the most protected bus and bicycle facilities possible on San Pablo
 - Accommodate continued access to existing businesses, residences, and other corridor uses, including ADA accessibility
 - Meet corridor circulation needs, including for bus and truck circulation, and minimize diversion to other streets

Project Design Concept

Existing Conditions



Proposal



Renderings for illustrative purposes only.

Benefits and Challenges

Benefits

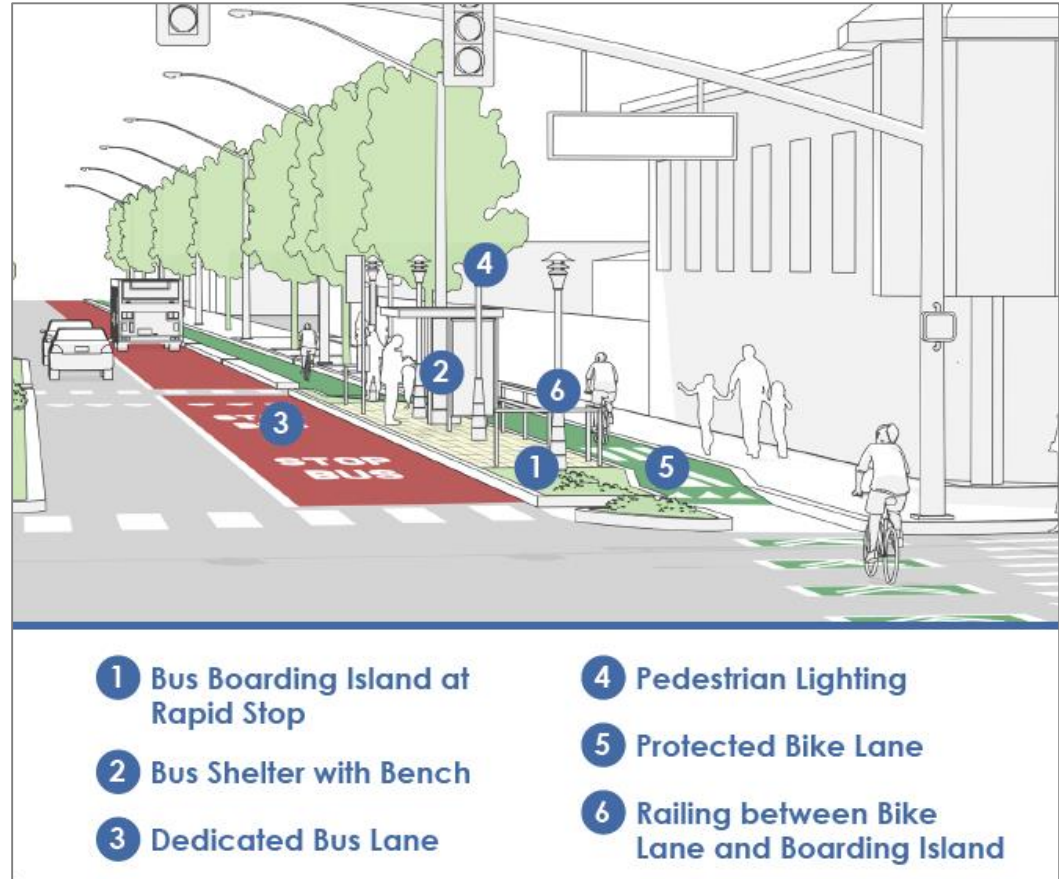
- **Safety:** Project will calm traffic, bike lane and pedestrian safety enhancements will improve safety
- **Transit Speed and Reliability:** Bus lane will provide 10-20% travel time savings and 50% reliability improvement for Rapid
- **Economic Vitality and Growth:** Placemaking will support strong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

Bus Stop Design Concept

- Bus Islands
 - Large waiting area including lighting and shelters
 - Expands pedestrian area by shifting bus stop amenities to island
 - Protected bike lanes behind bus boarding area
 - Requires tree removal in bus island area
 - Requires Hybrid stop spacing



Rendering for illustrative purposes only

Hybrid Bus Stop Placement Guidelines

- Approximately 1/3 mile spacing, per AC Transit guidelines
- Consider relationship to major transit ridership generators and existing high-ridership stops
- Provide northbound and southbound stop pairs in close proximity for customer legibility
- Place bus stops
 - At locations with protected crossings, where feasible
 - Far-side at intersections, where feasible

Parking and Loading on San Pablo

- 571 spaces, occupancy fairly low (54% occupancy*)
- Few loading spaces; most trucks double-park
- Vast majority of parcels front side-street and/or have off-street lot

*weekday mid-day '21

Storefront Outreach To Date

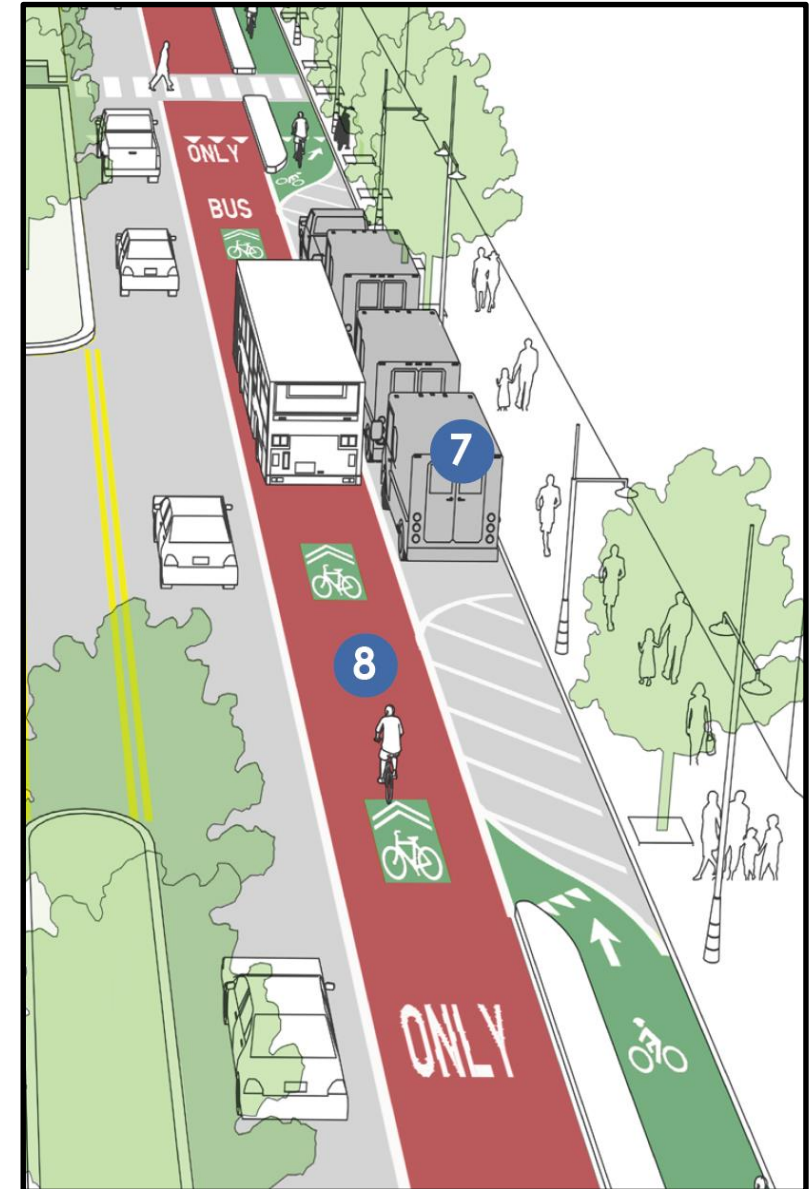
- Conducted door-to-door outreach Dec-Jan
 - Surveyed 56% occupied storefronts
- Almost all locations (80+%) appear to have viable loading solution off of San Pablo
- Large share of storefronts still have concerns, key challenges:
 - Distance and convenience for deliveries, likelihood that deliveries happen on San Pablo anyway
 - 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

- Goal: $\leq 20\%$ block faces with a loading zone on San Pablo
- Proposed criteria: Mid-block parcel $> 100'$ from side street, no off-street lot
- 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

Near-Term Parking/Loading Design Concept

- **For Consideration**
- Small segment shared bus/bike lane
- Working with active transportation stakeholders and AC Transit and Caltrans on alternative designs, but options limited
- Will explore other potential improvements, e.g. side-street lighting and improvements, parking/loading management, off-street parking facilities



For illustrative purposes only

ADA loading/parking

- 2019 East Bay Paratransit trips:
 - 412 total at 14 corridor locations
 - 83% at just three locations
- Potential solutions to be addressed during design:
 - Loading zones on San Pablo
 - Potential additions of paratransit dedicated loading spaces to bus island designs at high-volume locations
 - Low-volume locations could include off-street lots, side streets to access corner parcels
- Team will continue to work with AC Transit/EBP staff to refine design solutions

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		
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

Racial Equity Analysis

- AC Transit ridership is 75% people of color and 71% low income
- Diverse, low-income corridor, compared to rest of Oakland/Emeryville:
 - Residents use transit, walking, and biking more
 - Population is lower income and more transit reliant
- Proposed project improvements were developed in response to clear desire from community for safety and transit improvements
 - Extensive community engagement included diverse stakeholders with racial equity, transit rider, and disability-focused outreach

Phase 2 Project Engagement

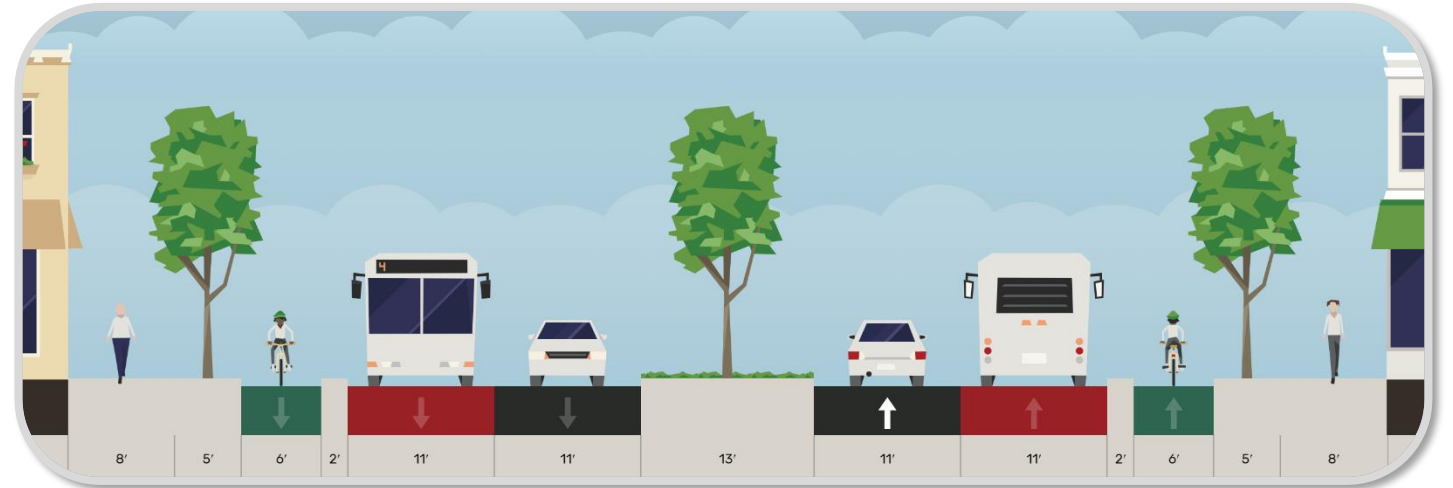
- One-on-one storefront engagement
- Community organization presentations and partnerships
- City, AC Transit, EBP advisory committees
 - AC Transit Accessibility Advisory Committee
 - East Bay Paratransit Service Review Advisory Committee
 - City Transportation Commissions, BPACs, etc.
- Active Transportation Working Group
- Additional outreach during design, construction, evaluation

Next Steps: Project Roadmap

- **March 2022:** Recommend project concept 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)

Recommendation

- **Pedestrian safety enhancements**
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Feedback?

Questions?