



SR 21-522
Att.1.

San Pablo Avenue (SPA) Multimodal Corridor Project Phase 2 Update



Project Briefing for AC Transit Board of Directors

November 2021

Agenda

1. Introductions
2. Project Overview & Background
3. Phase 2 Approach
4. Next Steps



Project Goals

-  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

Phase 1 Project



San Pablo Avenue Corridor Project

Legend:

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

- Concept A: Bus lanes & Bike lanes on SPA
- Concept B: Bus lanes on SPA, parallel bike
- Concept C: Spot bus improvements & Bike lanes on SPA
- Concept D: Spot bus improvements on SPA, parallel bike

Two Rounds of Outreach/Engagement

- **Round 1:** Fall 2017 – Spring 2018 – Corridor Needs
 - Needs survey (Crowdspot), postcards on buses
 - Focus groups (**bus riders**, bicyclists and pedestrians, **seniors/people with disabilities**)
 - Business outreach (Loading Survey)
- **Round 2:** Spring-Summer 2019 – Concept Preference, trade-offs
 - Meetings/focus groups with specific user groups (merchants, **bus riders**, bicyclists and pedestrians, **seniors/people with disabilities**, elected/appointed officials, community groups)
 - Community workshops
 - Online survey
 - Pop-up events (tables at existing events along the corridor)
 - Intercept surveys at busy San Pablo Avenue locations, including major bus stops

Survey Results | Preferred Concept by City

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

	A	B	C	Ex. Cond.	Other
City	%	%	%	%	%
Oakland	52%	25%	14%	4%	5%
Emeryville	33%	37%	17%	6%	7%
Berkeley	26%	29%	13%	26%	6%
Albany	19%	26%	10%	32%	13%
Contra Costa Co.	11-17%	28-32%	19-22%	28-36%	0-5%
Overall	29%	28%	16%	22%	6%

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* Source: Online survey

Conclusion of Phase 1

- Lack of consensus around single **long-term** concept for corridor, recommended advancing:
 - Emeryville/Oakland two Long-Term Concepts:
 - Concept A: Bus and Bike lanes on SPA &
 - Concept B: Bus lanes on SPA and Parallel bike
 - Berkeley/Albany three Long-Term Concepts
 - Concepts A, B &
 - Concept D: Spot improvements
- Long-term project costs high: \$350-700M
- Significant interest in advancing:
 - Safety improvements corridor wide
 - Smaller-scale, near-term project to test concepts



Phase 2 Approach

Alameda County

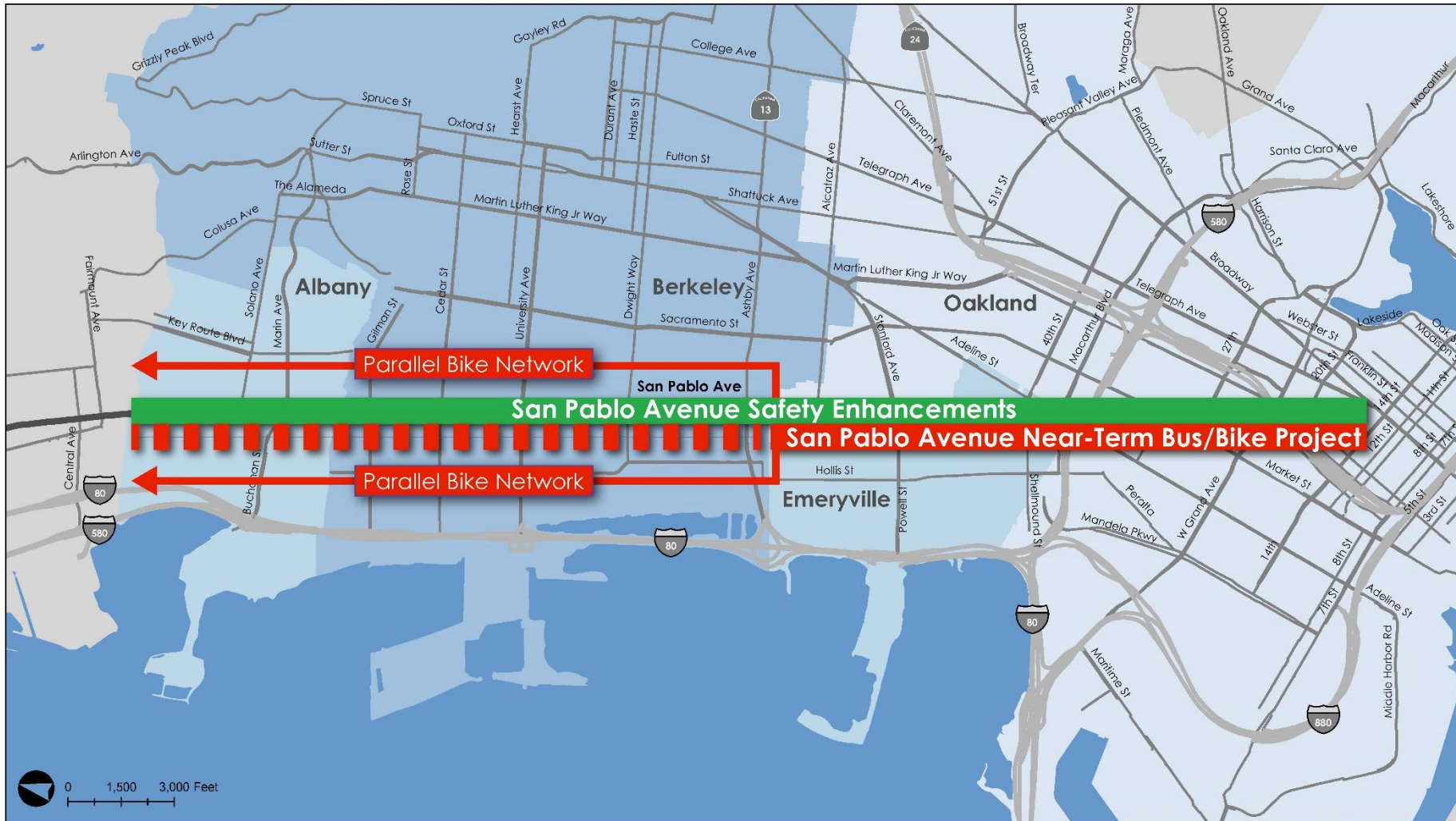
- Near-Term Safety Enhancement Project
- Near-Term Bus/Bike Project
- Close coordination with AC Transit, Caltrans, Oakland, Emeryville, Berkeley & Albany

Contra Costa County

- Continue to advance long-term concept planning led by WCCTAC
- Close coordination with AC Transit, WCCTAC, CCTA, El Cerrito, Richmond, & San Pablo

Sept 2020: Commission approved Phase 2 contract amendment

Phase 2 Project Elements



Project Roadmap

- **Winter 2021-22:** Targeted stakeholder engagement
- **March 2022:** Recommend project to advance, policymaker engagement & decision-making
- **2022-23:** Advance preliminary engineering, Caltrans approvals, environmental review, seek funding for construction
- **Goal:** Deliver project in 3-5 years

Discussion