



SR 22-188

San Pablo Avenue Corridor Project



AC Transit Board

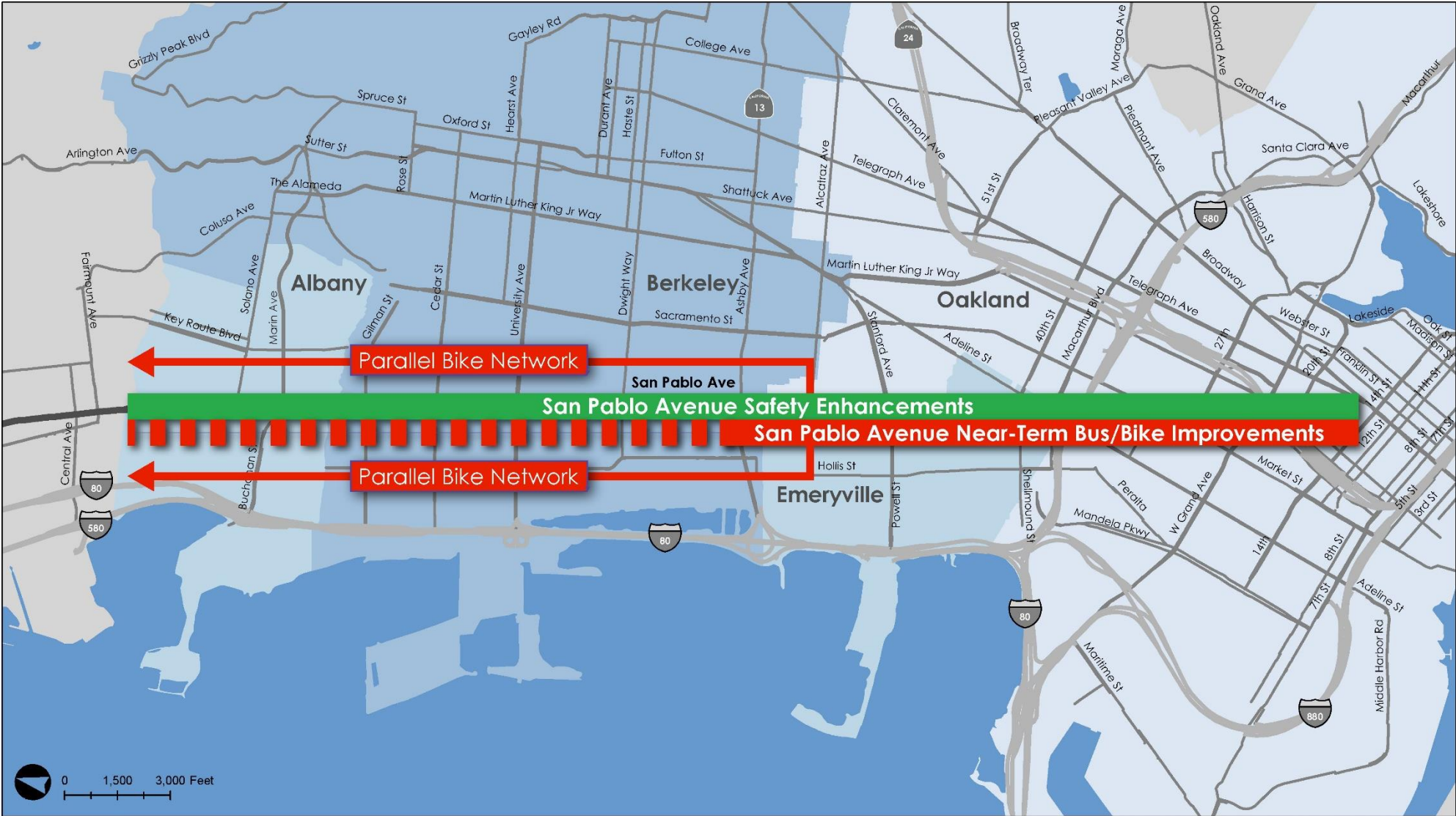
March 9, 2022

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

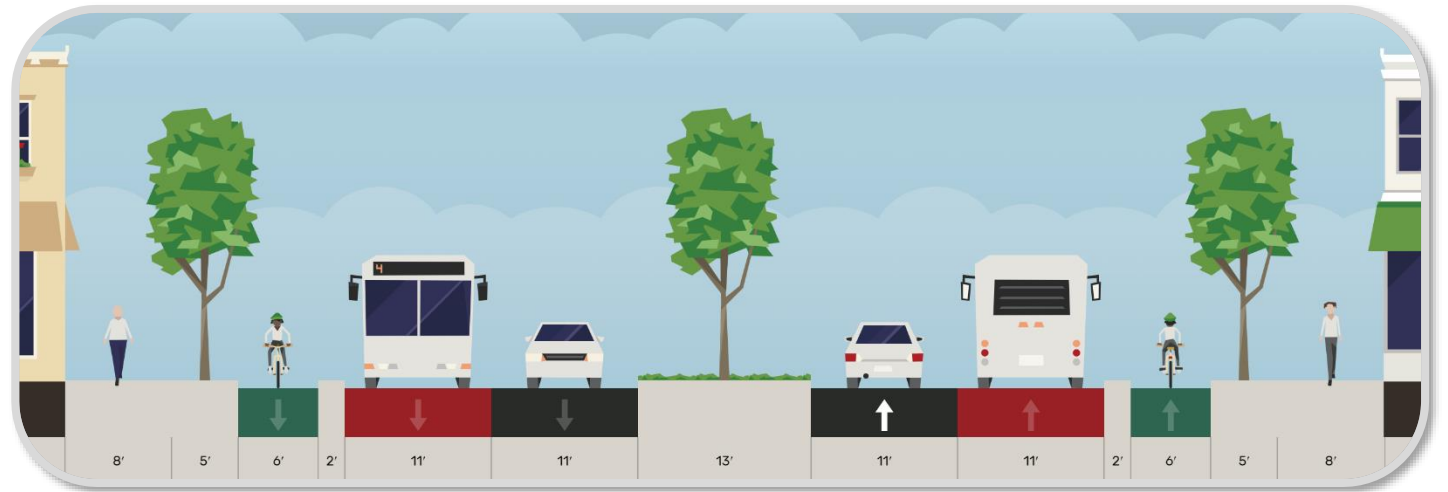
San Pablo Avenue Phase 2 Project Overview



Bus and Bike Lanes Project Overview

(includes Oakland, Emeryville and southern Berkeley)

- Convert outside traffic lane in each direction to a **side-running dedicated bus lane**
 - Between 20th and Ashby Avenue
- Convert parking lane to a **protected bike facility**
 - Between 16th and Heinz Ave
 - Special considerations are needed at right-turn locations and in areas where loading needs cannot be met off San Pablo

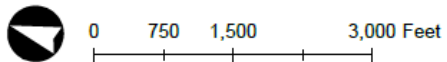
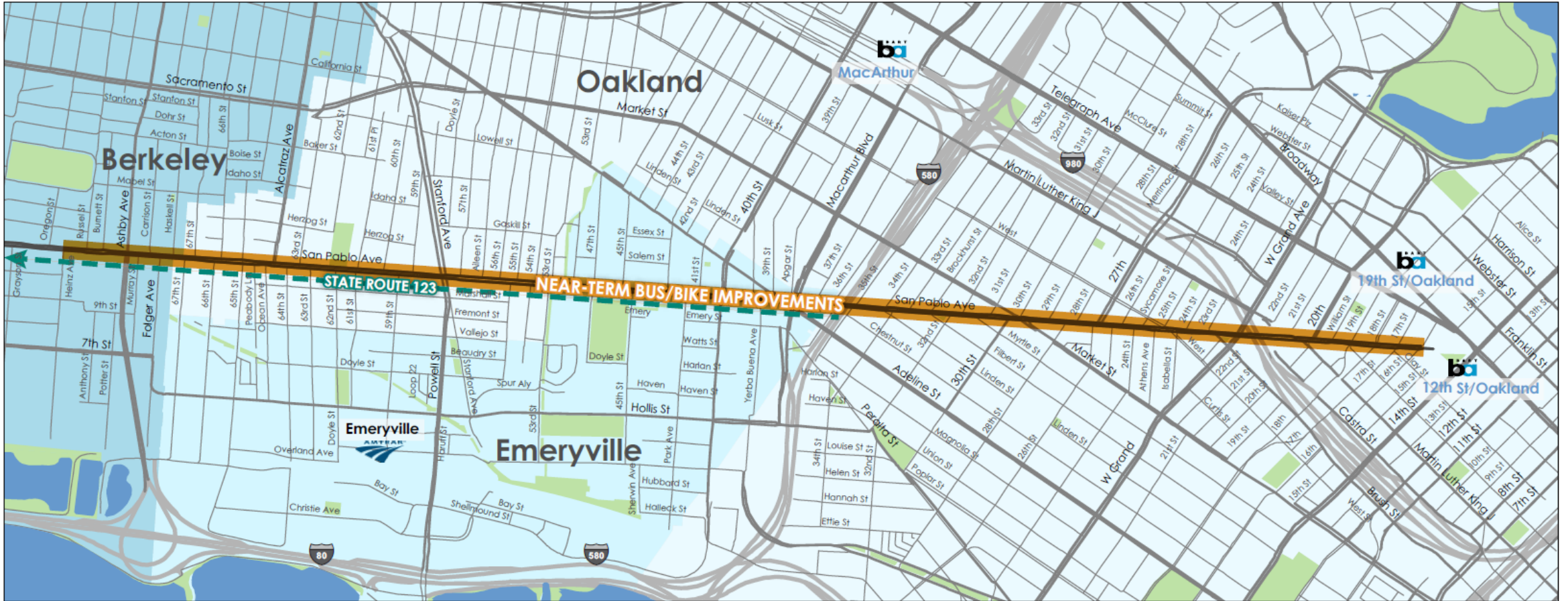


Proposed Typical Mid-Block Cross-section

For illustrative purposes only

- **Pedestrian safety enhancements**

Project Map



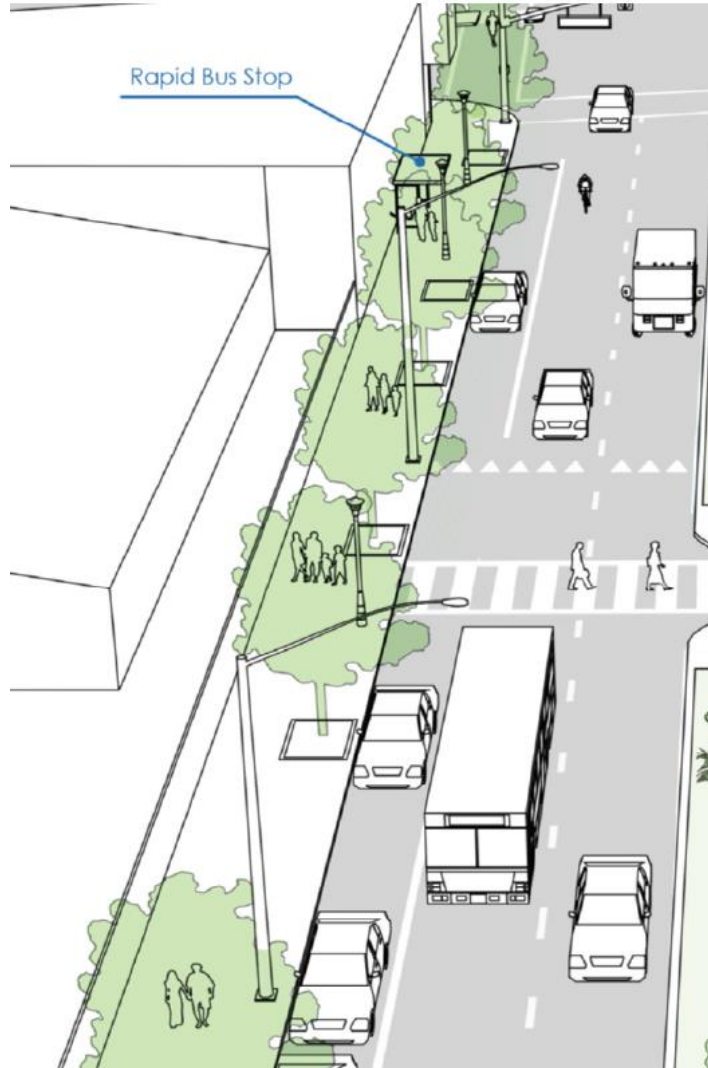
Design Parameters

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

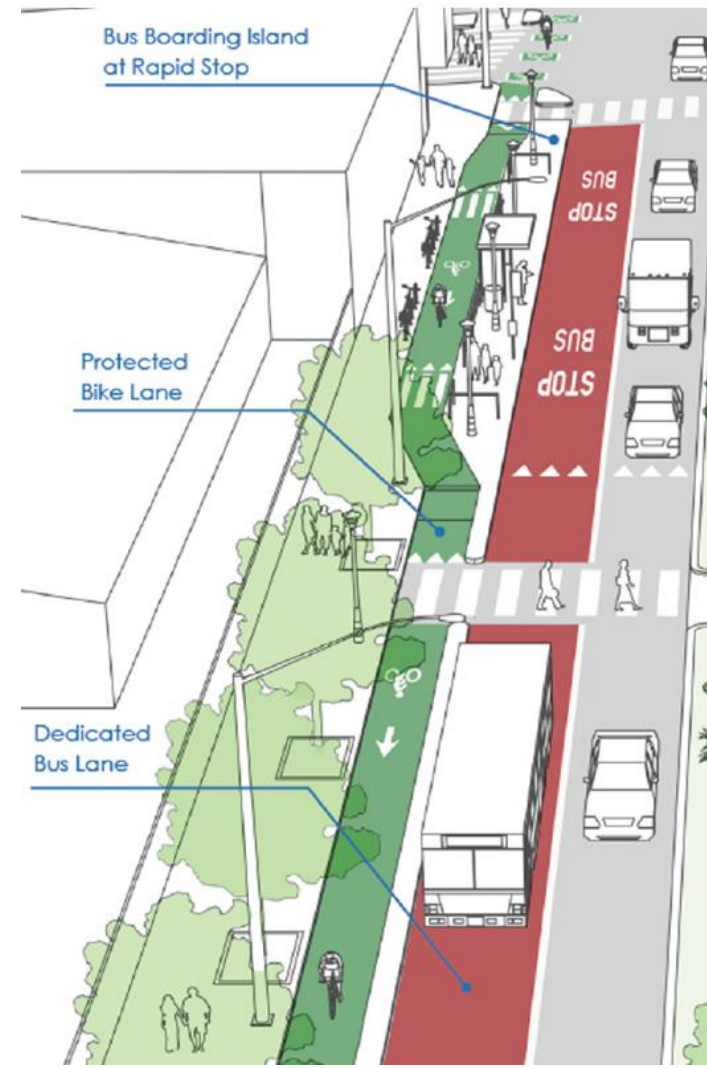
- Utilize a streamlined Caltrans review and approvals process
- Minimize curb, median and landscaping modifications
- Balance demands on right-of-way
 - Design the most protected bus and bicycle facilities possible on San Pablo
 - Accommodate continued access to existing businesses, residences, and other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

Project Design

Existing Conditions



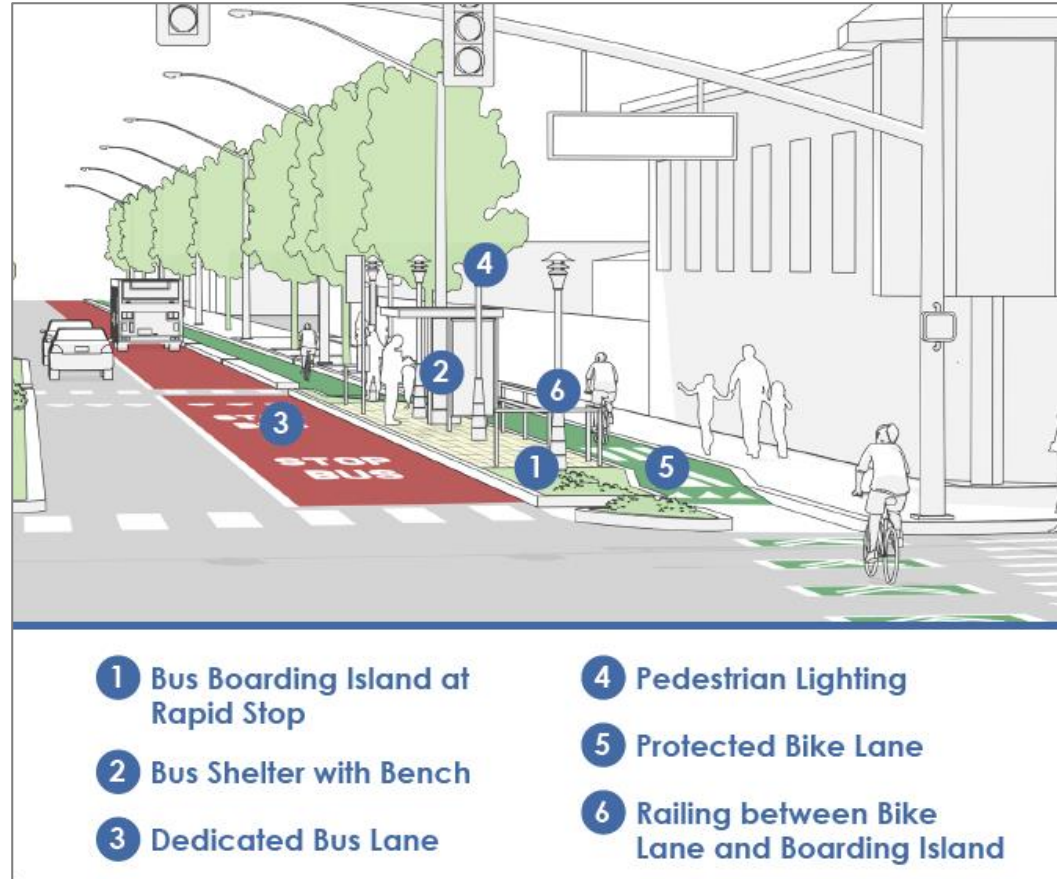
Proposal



Renderings for illustrative purposes only.

Rapid Bus Stops

- 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



Rendering for illustrative purposes only

Design Issues Overview

- **Key design issues:**

- **Hybrid bus stop spacing** (~1/3 mile); bikes go on sidewalk behind bus stop
- **Constraints at intersections**
Right turns shared with buses; rights shared with bike lane at limited locations to preserve bus performance

- **Targeted, Limited-Location Loading Zones**, bikes share with buses in most cases
- **Paratransit/ADA access** must be accommodated

For near-term project feasibility, need to balance right-of-way demands with minimizing curb and median changes

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

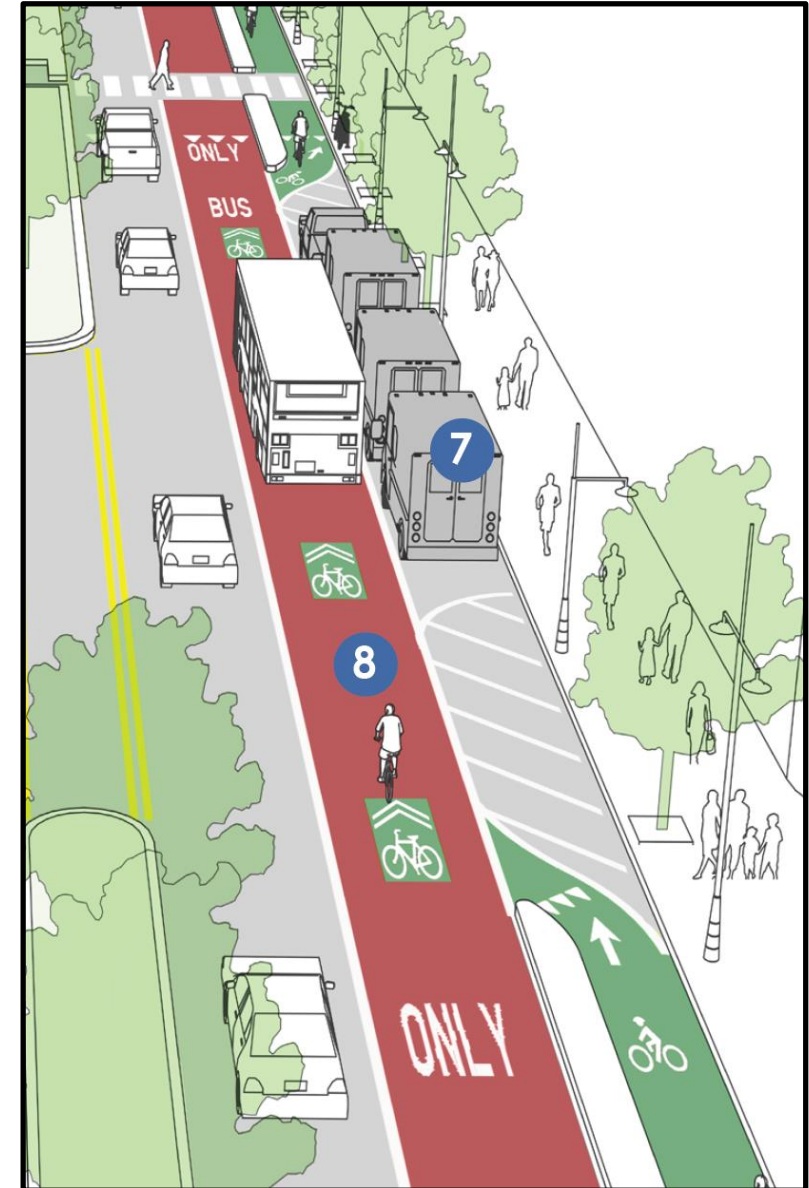
- Conducted door-to-door outreach Dec-Jan
 - Surveyed 56% occupied storefronts
- Almost all locations (80+%) appear to have viable loading solution off of San Pablo
- Large share of storefronts still have concerns, key challenges:
 - Distance and convenience for deliveries, likelihood that deliveries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

Parking/Loading Design

- **For Consideration**
- Small segment shared bus/bike lane
- Working with active transportation stakeholders and AC Transit and Caltrans on alternative designs, but options limited



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:
 - 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

Summary of Design Issues

- Bike lane will provide significant benefit, but will include some mixing zones
- Bus lane will provide significant benefit but there will be some encroachment in the lane; robust enforcement will be needed
- Hybrid stop spacing is required to minimize bus/bike mixing
- Moving parking/loading off San Pablo feasible at most locations; some targeted loading zones needed; will continue to work with storefronts to address concerns
- Need design to address paratransit/ADA access needs

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

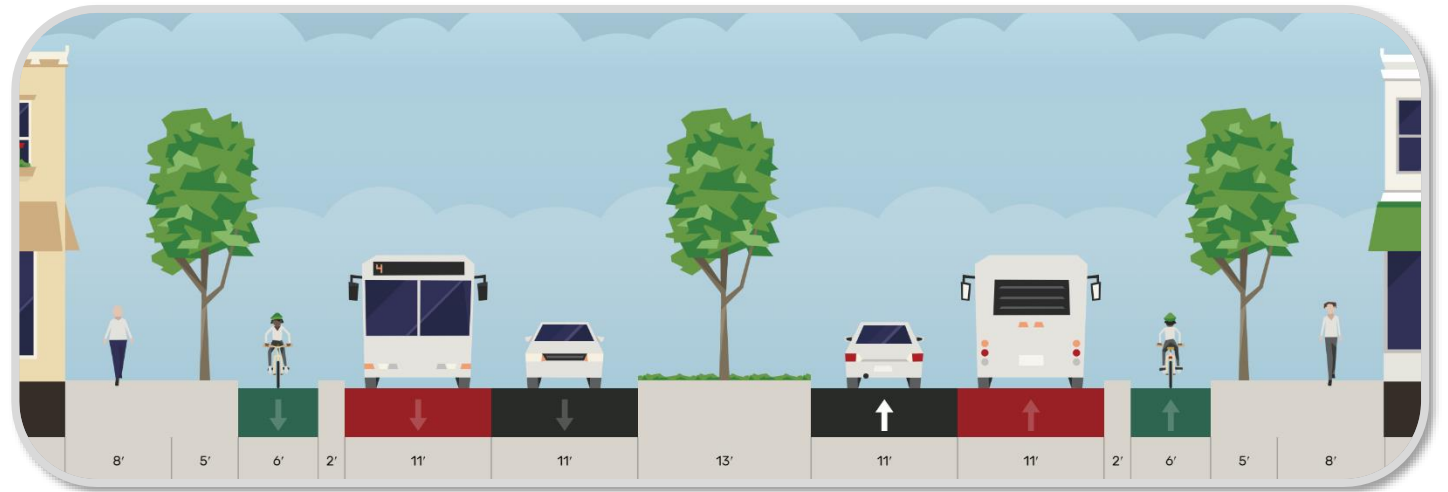
- One-on-one storefront engagement
- Community organization presentations and partnerships
- City, AC Transit, EBP advisory committees
 - AC Transit Accessibility Advisory Committee
 - East Bay Paratransit Service Review Advisory Committee
 - City Transportation Commissions, BPACs, etc.
- Active Transportation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

Next Steps: Project Roadmap

- **March 2022:** Recommend project 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)

Recommendation

- Convert outside traffic lane in each direction to a **side-running dedicated bus lane**
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Feedback?

Questions?