



San Pablo Avenue Corridor Project

SR 19-160, Attachment 1



AC Transit

May 8, 2019

Agenda









- Project Purpose and Goals
- Background
- Concept Development and Evaluation
- Next Steps



San Pablo Avenue Corridor



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

Building on Many Planning Efforts

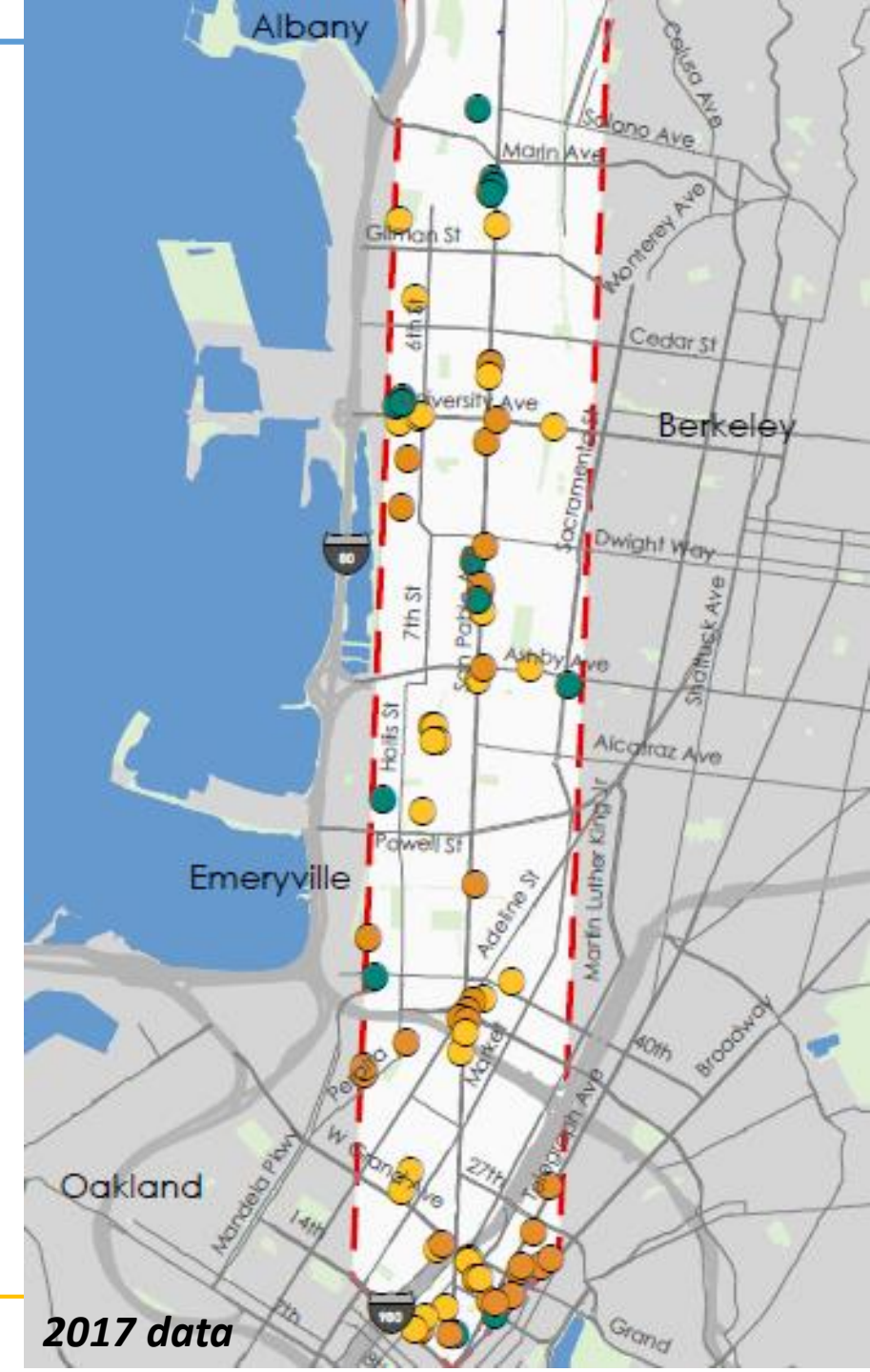


Growth in the Corridor

- The entirety of San Pablo Avenue, and some surrounding areas, are designated as Priority Development Areas
- The corridor is developing today

Recent, Planned, and Proposed Development Projects, by Type

- Commercial and Industrial ●
- Mixed-Use Residential ●
- Residential ●



Project Purpose and Goals

The purpose of the San Pablo Avenue Multimodal Corridor Project is to improve multimodal mobility, efficiency, and safety in an effort to sustainably meet current and future transportation needs, and help support a strong local economy and growth along the corridor, while maintaining local contexts.

Goals

- Effectively and efficiently accommodate anticipated **growth**
- Improve **comfort and quality** of trips for all users
- Enhance **safety** for all travel modes
- Support **economic development** and adopted **land use policies**
- Promote **equitable** transportation and design solutions

Current Conditions - Highlights

- San Pablo Avenue is among the highest injury corridors in Alameda County
- Auto performance is good for an urban arterial: reliable and high speed
- Auto travel time is 10-35% faster than Rapid bus
- Rapid bus (72R) is scheduled every 12 minutes, but 20%-25% of buses arrive more than 18 minutes after prior bus
- Significant loading activity for businesses; side streets inadequate alternative
 - Curbside loading also supports ADA/senior accessibility
- Crossing conditions for pedestrians and bicyclists are poor
- 30% of trips on San Pablo Avenue are pass-through trips with no origin or destination in study area

Future (2040) Baseline Conditions

- With significant growth projected, future congestion will be much worse
- Intersections are a choke point today and will be worse in the future
- Bus travel time will nearly double
 - Reliability will get worse
- Increased pedestrian and bicycle activity anticipated

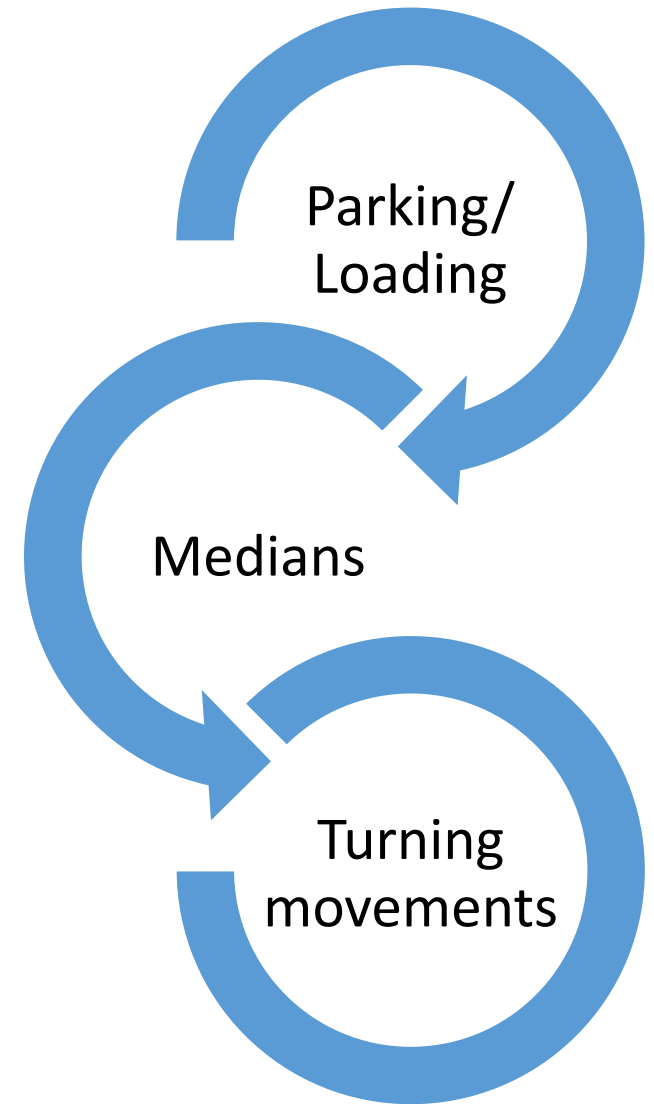
72 Rapid Corridor Travel Time (Southbound AM Peak Period)		
Existing Conditions	Baseline Future (2040)	Increase
60 minutes	115 minutes	55 minutes (192%)

Concept Development Framework

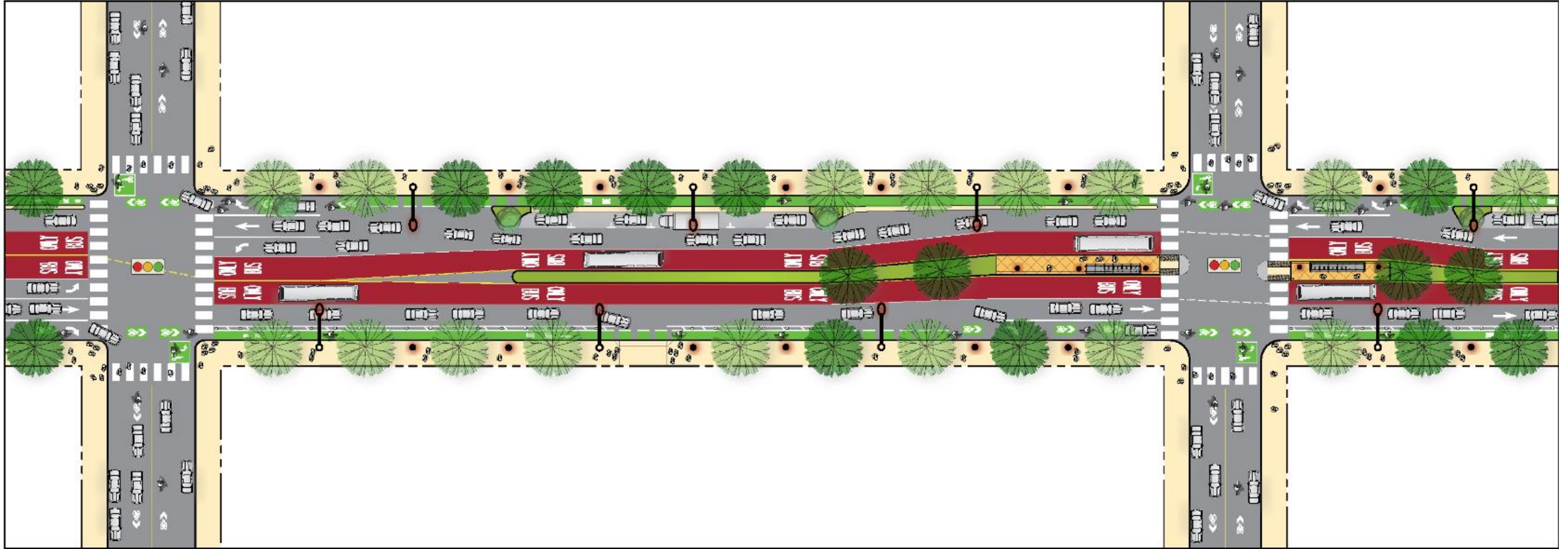
- Only utilize existing right of way – no major widenings or sidewalk reductions, 73-74' in Alameda County
- Intersections do not widen out and have more demands, therefore intersections dictate design feasibility
- Basic pedestrian safety improvements in every alternative

Concepts for Consideration

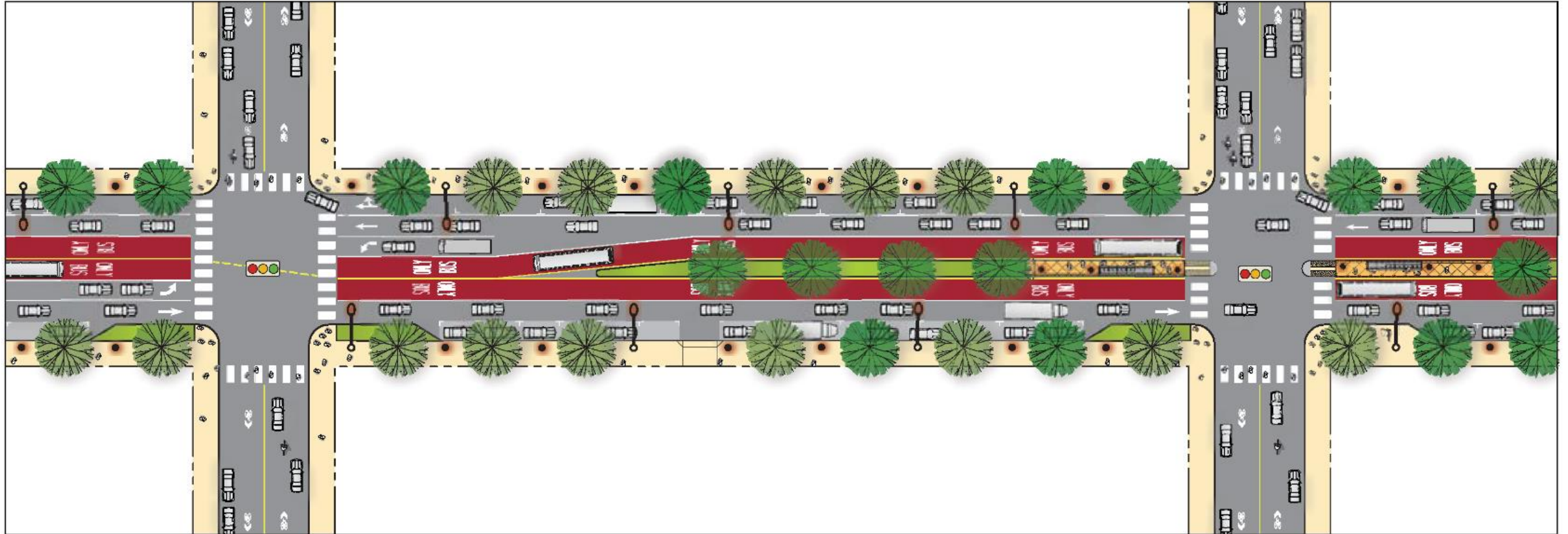
- **Concept A: Bus and Bike Lanes on San Pablo**
 - Dedicated bus lane and stations
 - One auto lane
 - Dedicated bike lane
- **Concept B: Bus and Managed Lane on San Pablo**
 - Dedicated bus lane and stations
 - Managed parking/auto lane in PM peak
 - Bike facility on parallel street
- **Concept C: Bike Lane on San Pablo**
 - Dedicated bike lane on San Pablo
 - Transit islands, queue jump lanes
 - Two auto lanes



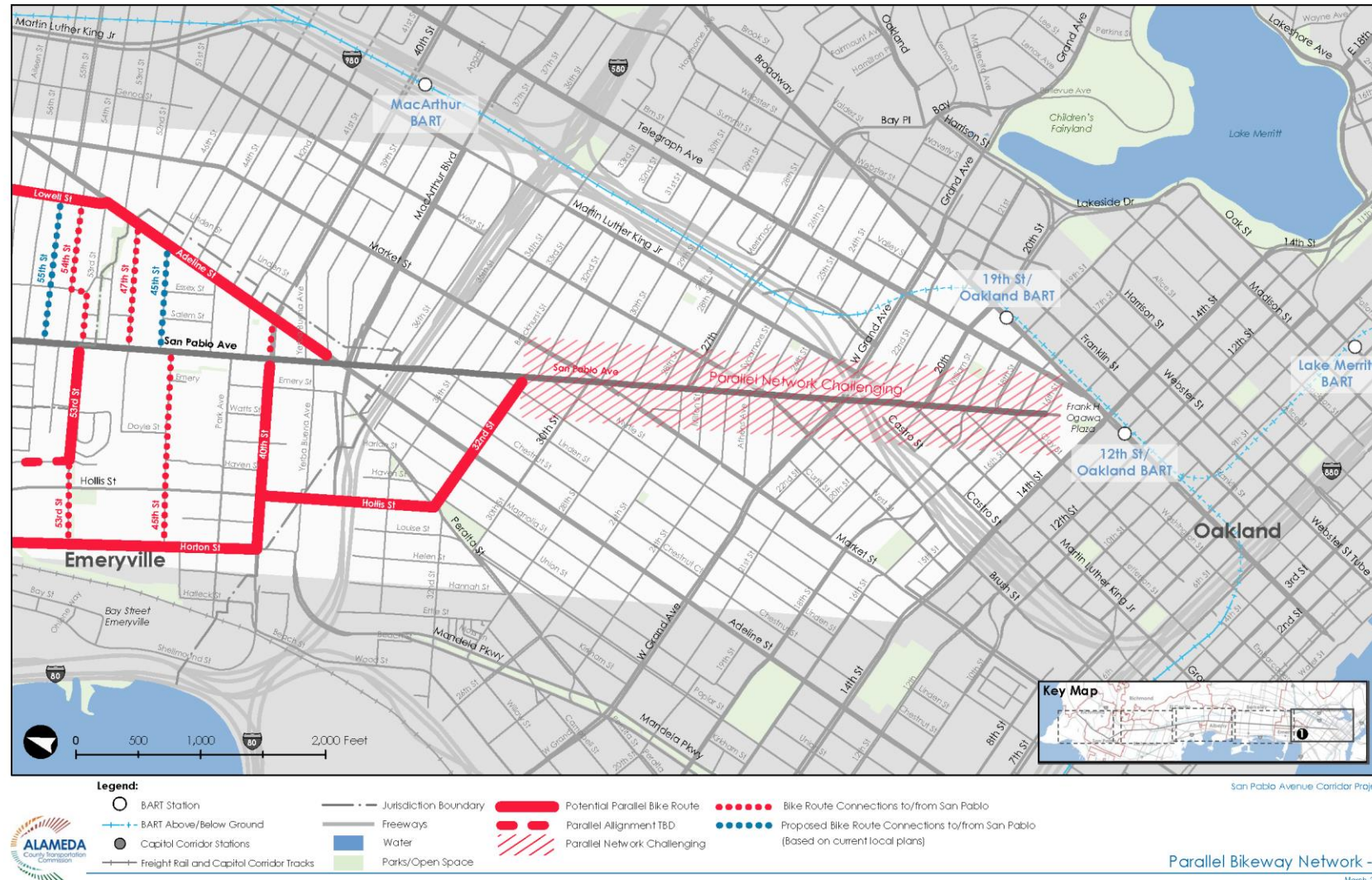
Concept A: Bus and Bike Lanes on San Pablo



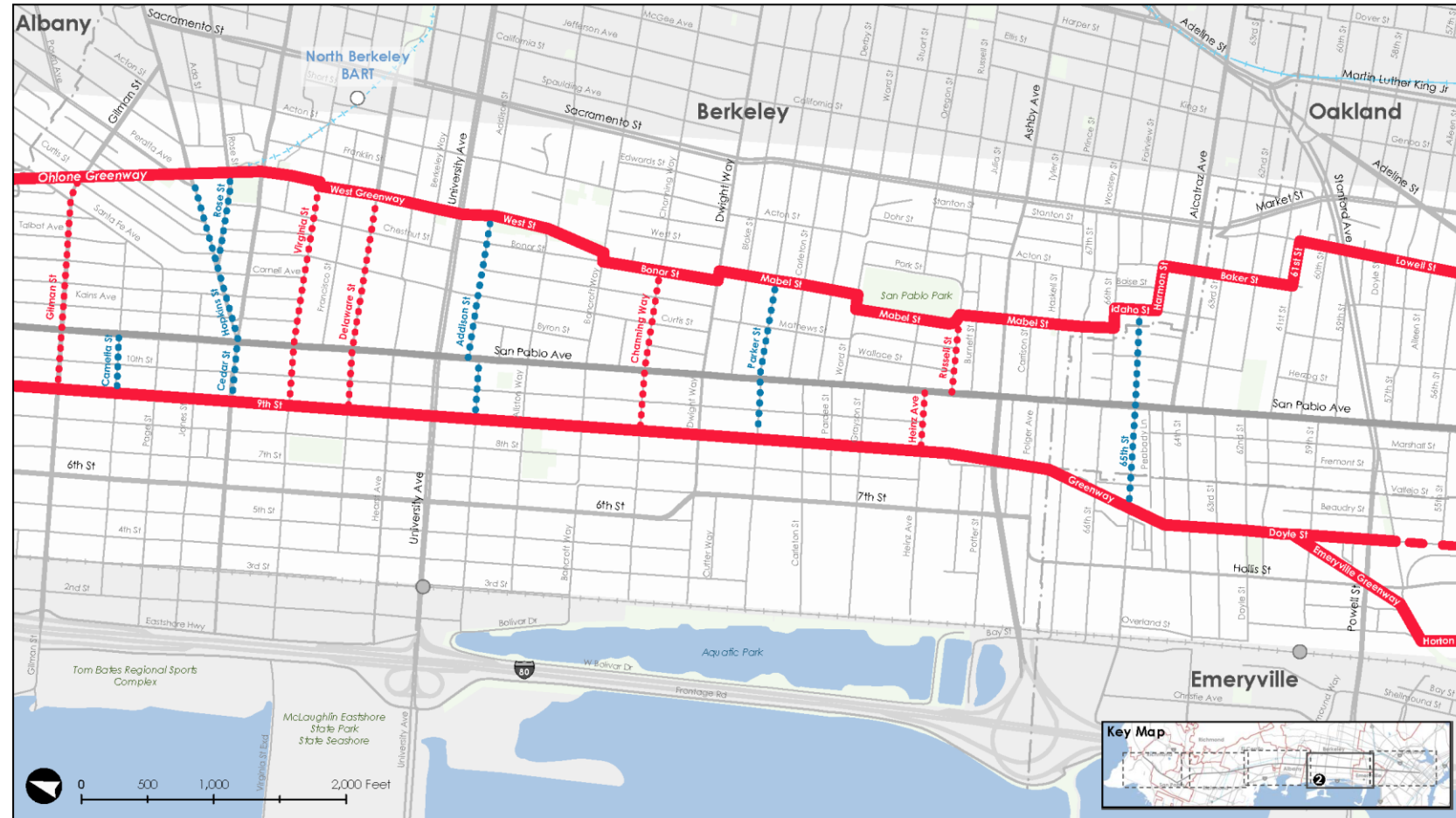
Concept B: Bus and Managed Lane on San Pablo; Parallel Bike Facility



Parallel Bike Facility Options



Parallel Bike Facility Options



Legend:

- BART Station
- BART Above/Below Ground
- Capital Corridor Stations
- Freight Rail and Capital Corridor Tracks
- Jurisdiction Boundary
- Freeways
- Water
- Parks/Open Space
- Potential Parallel Bike Route
- Parallel Alignment TBD
- Parallel Network Challenging
- Bike Route Connections to/from San Pablo
- Proposed Bike Route Connections to/from San Pablo (Based on current local plans)

San Pablo Avenue Corridor Project

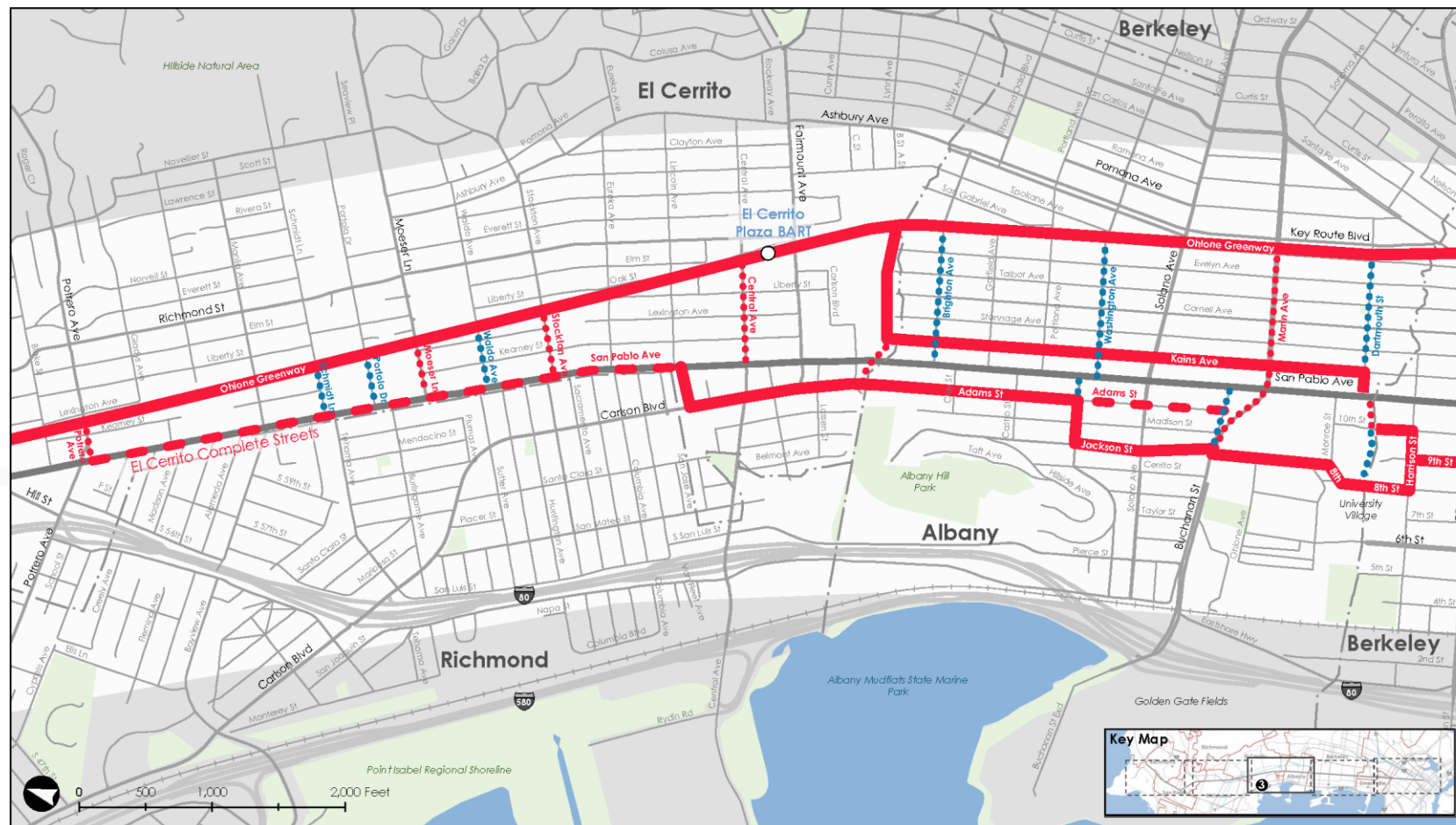


Parallel Bikeway Network - 2

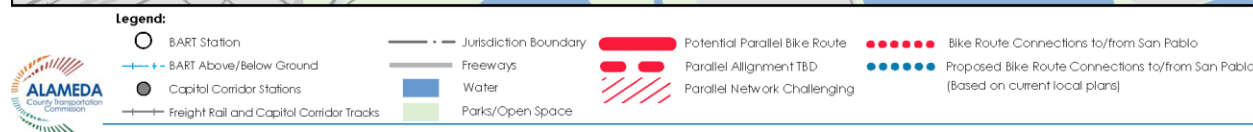
March 2019



Parallel Bike Facility Options



San Pablo Avenue Corridor Project



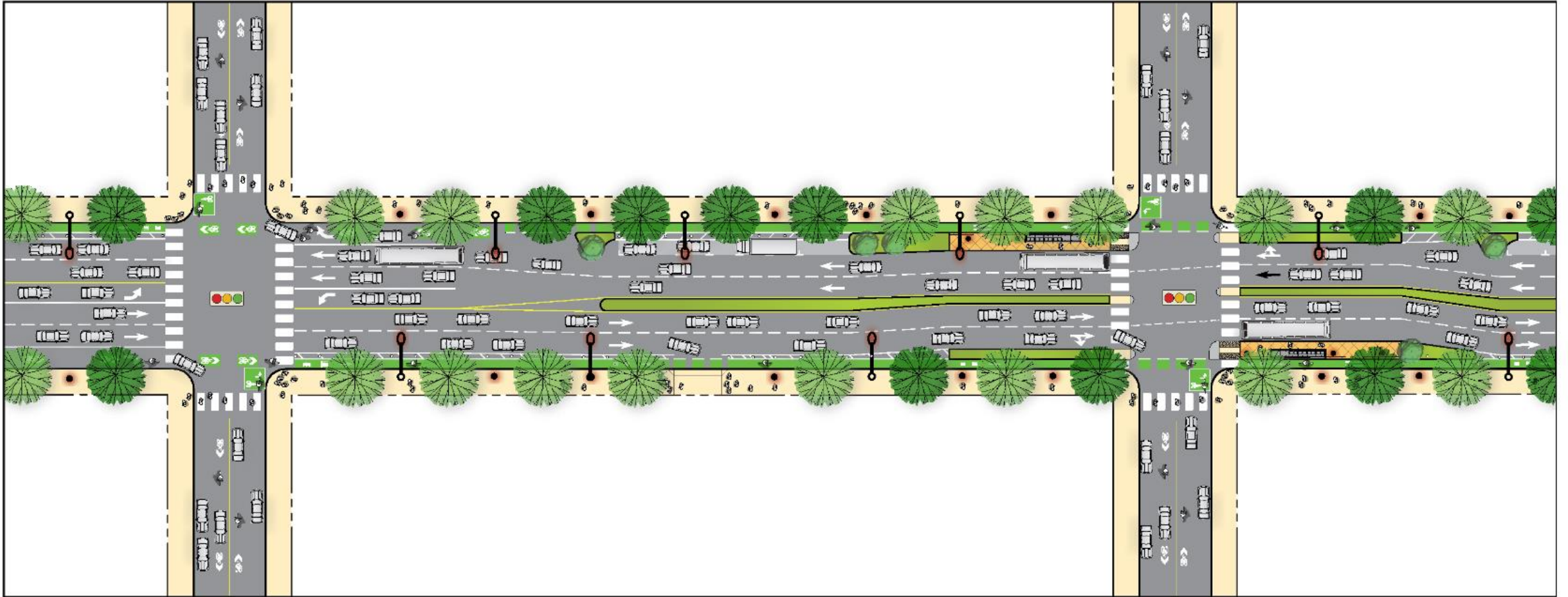
Parallel Bikeway Network - 3
March 2019

Parallel Bikeway treatments

- Neighborhood “Greenways”
- Striping to maximize safety for bicyclists
- Traffic calming
- Improved lighting
- Wayfinding signage
- Improved connections to/from, and crossings of, San Pablo



Concept C: Bike Lane on San Pablo



Overall Evaluation Findings

- Bus lane necessary to preserve/enhance bus performance in congested future
- Reduction in number of lanes will:
 - Reduce auto traffic on San Pablo; intersection delay likely worse for autos
 - Reduce speeding and “calm traffic” on San Pablo
- Must preserve access to/from I-80 at major intersections
- Difficult to create a low-stress “all ages and abilities” bicycle facility on San Pablo and preserve turn lanes for neighborhood access; parallel route can offer high comfort facility
- Construction disrupts community and impacts businesses for short term

Next Steps

- April – May 2019: Public Engagement
 - Workshops
 - Tabling at events
 - Intercept surveys
 - Online survey: <http://bit.ly/sanpabloave-survey>
- Early Summer 2019: Select option(s) to advance
 - Could be hybrid or variation of Concepts presented today
- Summer 2019: More detailed project development and start environmental process

Q & A

