

ALAMEDA COUNTY TRANSPORTATION COMMISSION

# San Pablo Avenue Multimodal Corridor Project

Emeryville City Council

March 15, 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

# Phase 1 Engagement: Survey Results

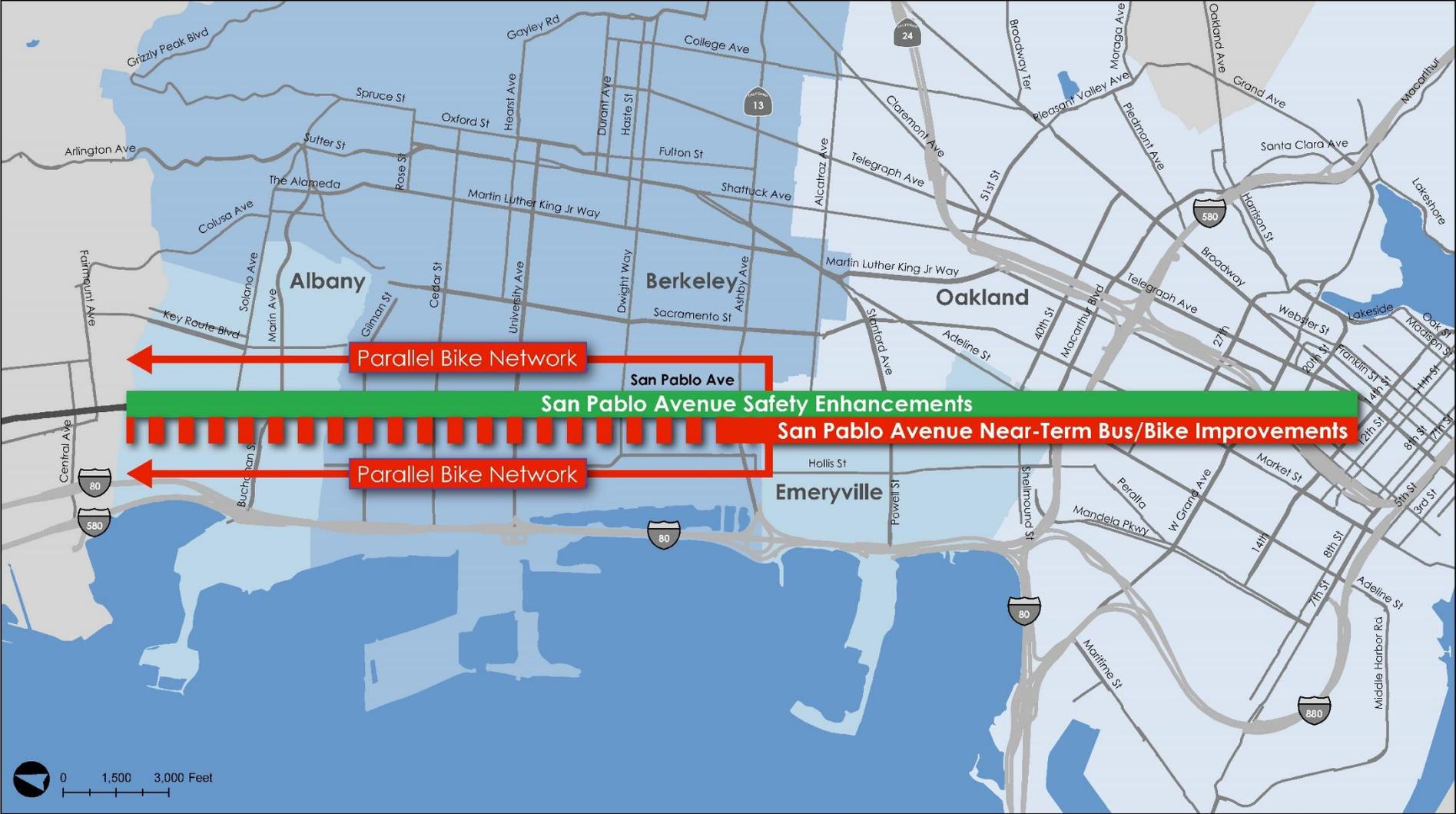
**Question:** Which of the options would you prefer for San Pablo Avenue? Please select one.

	Bus lanes on SPA (A & B)	Bike Lanes on SPA (A & C)	Existing Conditions
City	%	%	%
Oakland	78%	66%	4%
Emeryville	70%	50%	6%
Berkeley	55%	39%	26%
Albany	45%	29%	32%
Contra Costa Co.	43-47%	32-36%	28-36%



\* Source: Phase 1 Online survey – Spring-Summer 2019

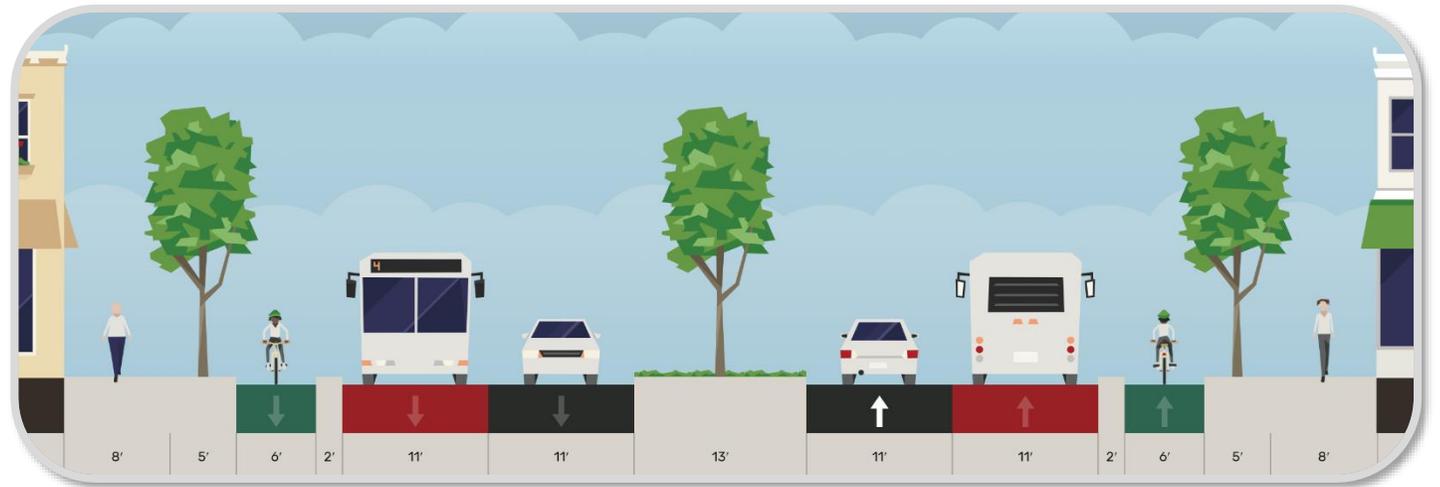
# San Pablo Avenue Phase 2 Project Overview



# Emeryville Project Overview

(also includes Oakland and southern Berkeley)

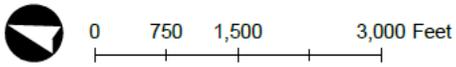
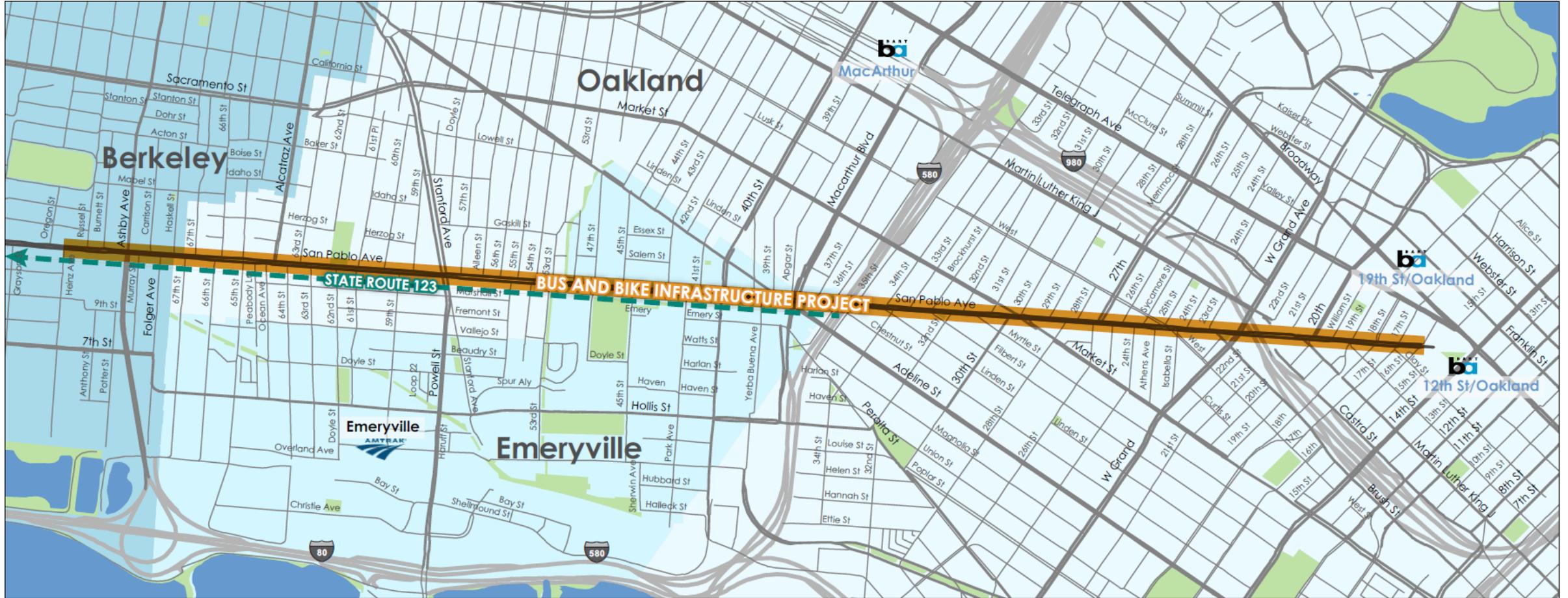
- Convert outside traffic lane in each direction to a **side-running dedicated bus lane**
  - Between 20th and Ashby Avenue
- Convert parking lane to a **protected bike facility**
  - Between 16th and Heinz Ave
  - Special considerations are needed at right-turn locations and in areas where loading needs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



**Proposed Typical Mid-Block Cross-section**

- **Pedestrian safety enhancements**

# Project Map



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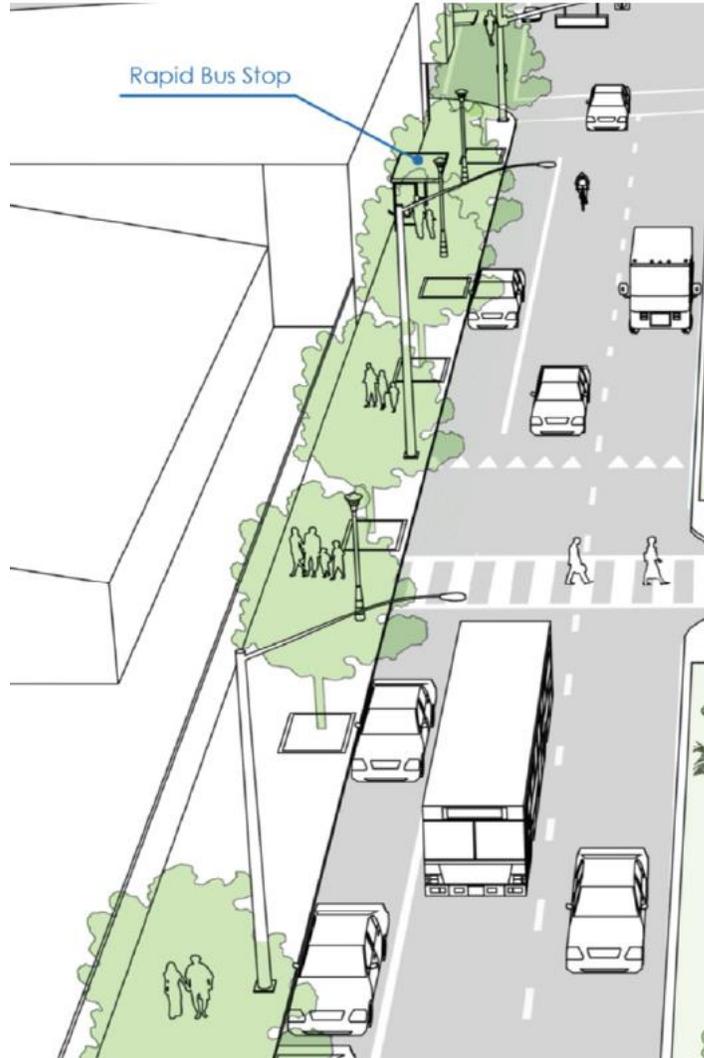
# Design Parameters

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

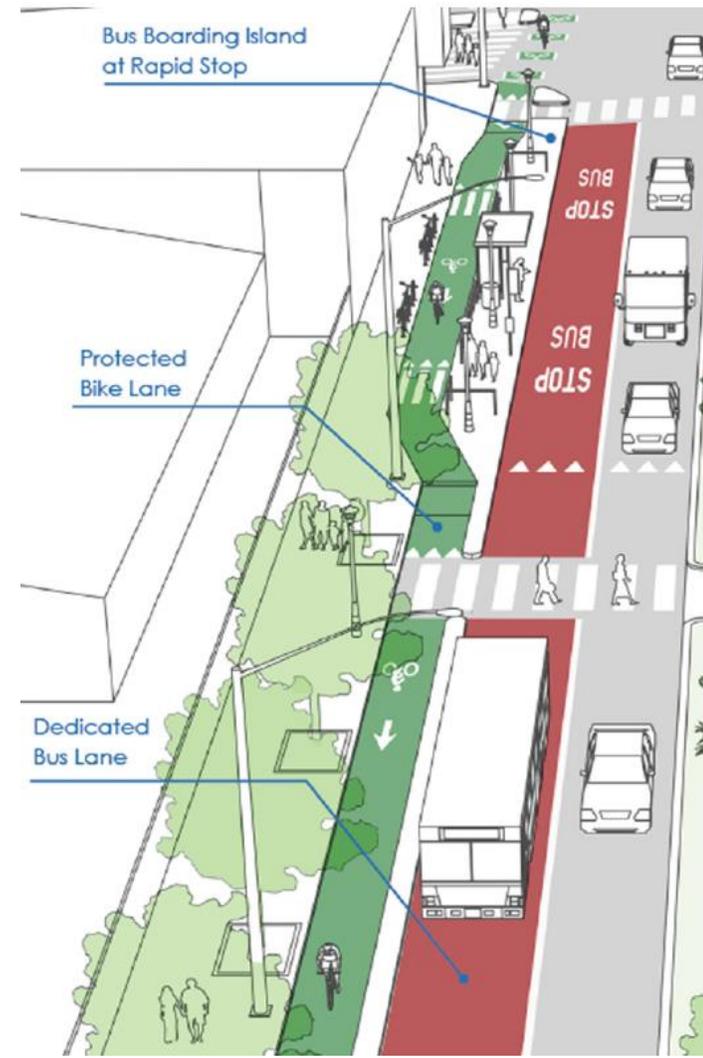
- Utilize a streamlined Caltrans review and approvals process
- Minimize curb, median and landscaping modifications
- Balance demands on right-of-way
  - Design the most protected bus and bicycle facilities possible on San Pablo
  - Accommodate continued access to existing businesses, residences, and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

# Near-Term Bus/Bike Design

Existing Conditions



Proposal



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# Design Issues Overview

- **Constraints at intersections**

Right turns shared with buses; rights shared with bike lane at limited locations to preserve bus performance

- **Key intersections:**

40<sup>th</sup> Street

Adeline/MacArthur

- **Targeted, Limited-Location**

**Loading Zones**, bikes share with buses in most cases

- **Paratransit/ADA access** must be accommodated

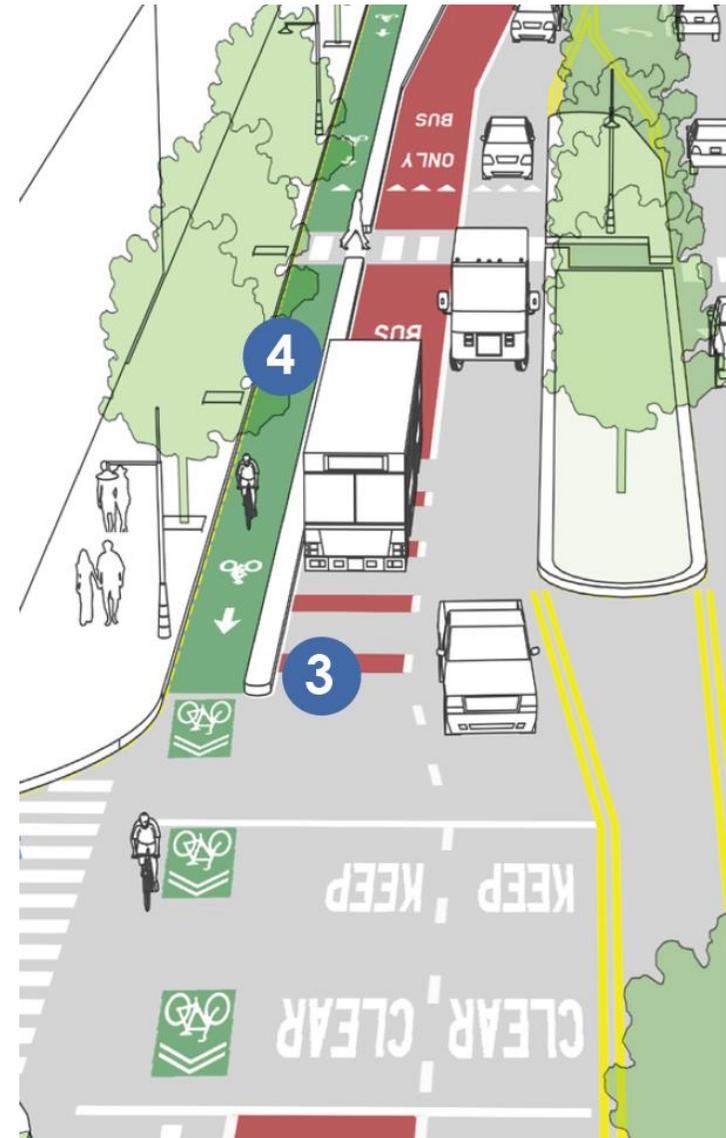
- **Hybrid bus stop spacing**, ~1/3 mile; bikes go on sidewalk behind bus stop (remove stop at 47<sup>th</sup>)

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

# Right Turn Designs

## Typical Design

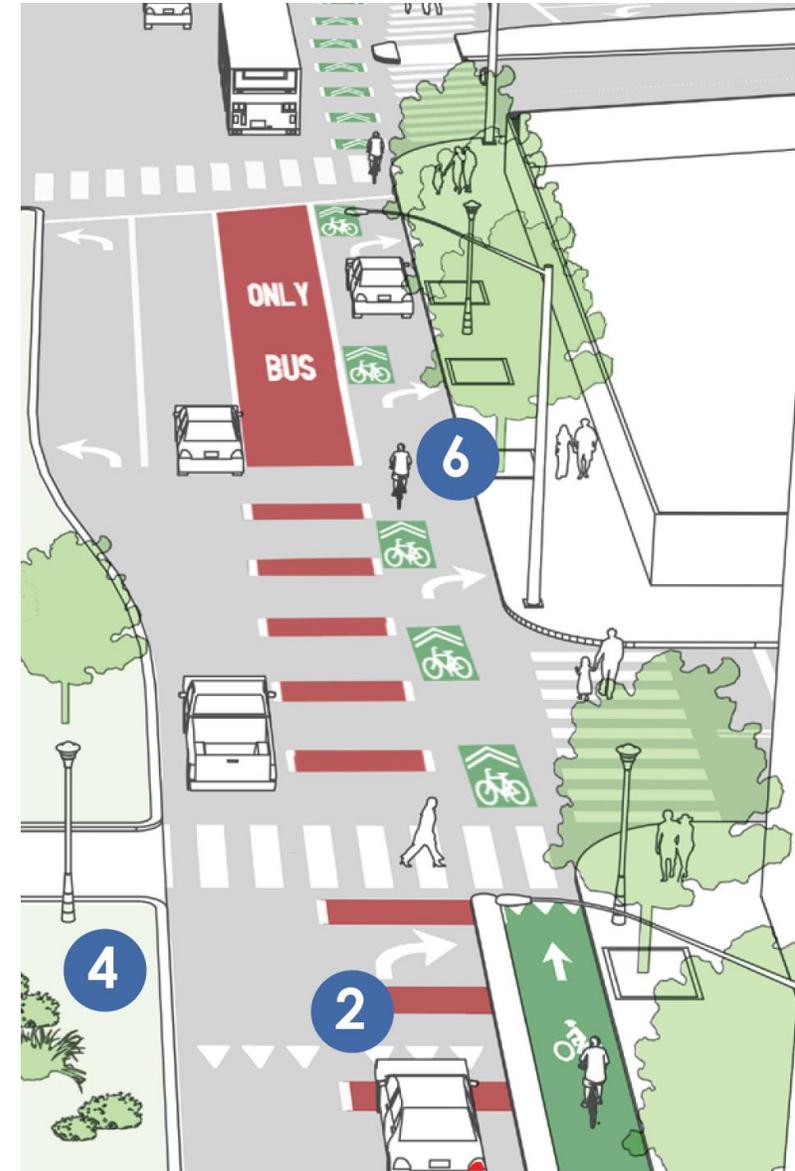
- Where possible autos will make right turns from bus lane
  - Should not degrade bus reliability in locations where turn volumes and ped volumes are medium/low
- In locations with high right turn volumes, need vehicles out of bus lane to preserve bus performance



# Right Turn Designs

## Alternative Treatments for Consideration

- Right turning vehicles share with bike
  - One potential Emeryville location: Adeline
- Prohibit right turns with alternate routes
  - E.g. Northbound to 40<sup>th</sup> Street
- Explored other ideas suggested by active transportation stakeholders, but all have major tradeoffs for transit, peds, diversions



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# Parking and Loading Conditions

- 135 parking spaces on SPA in Emeryville
  - Few loading spaces on San Pablo Ave (no yellow/white, 7 green)
- Most trucks double-park, loading occurs throughout day
- Occupancy is low
  - On San Pablo: 43% occupancy (weekday mid-day and evening 2021)
  - Side Streets: 56-65% (depending on time of day/week)
  - Some very localized block segments with higher utilization
  - Peak parking demand down in 2021 compared to 2017 (up to 25% lower)
- Vast majority of parcels front a side-street and/or have off-street parking

# Storefront Outreach

- Door-to-door outreach to all storefronts Dec 9-21, 2021 and Jan 3-21, 2022
- Walked entire corridor in Oakland & Emeryville
- 82 surveys completed
- Dropped flyers at other addresses and attempted phone calls/emails where possible

	<b>Emeryville</b>
Occupied storefronts	45
Completed surveys	21
Percentage	47%

# Storefront Survey Results

**A: Supportive** - Business does not object to moving loading/parking.

**B: Mixed** - Business has concerns with moving loading/ parking, but based on survey we think workable solution is possible.

**C: Opposed** - Business does not agree with plans to move loading/parking, and we agree that there aren't any good options.

	Emeryville
<b>A</b>	43%
<b>B</b>	38%
<b>C</b>	19%
<b>Total surveyed</b>	21

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# Storefront Outreach Key Takeaways

- Almost all locations appear to survey team to have a loading/parking solution, but more engagement and detailed design needed to refine solution details
- Key challenges include:
  - Distance and convenience for deliveries, likelihood that deliveries happen on SPA anyway
  - Safety, security, encampments, and residential parking on side streets
  - Many potentially workable solutions have caveats that would need to be worked out case-by-case

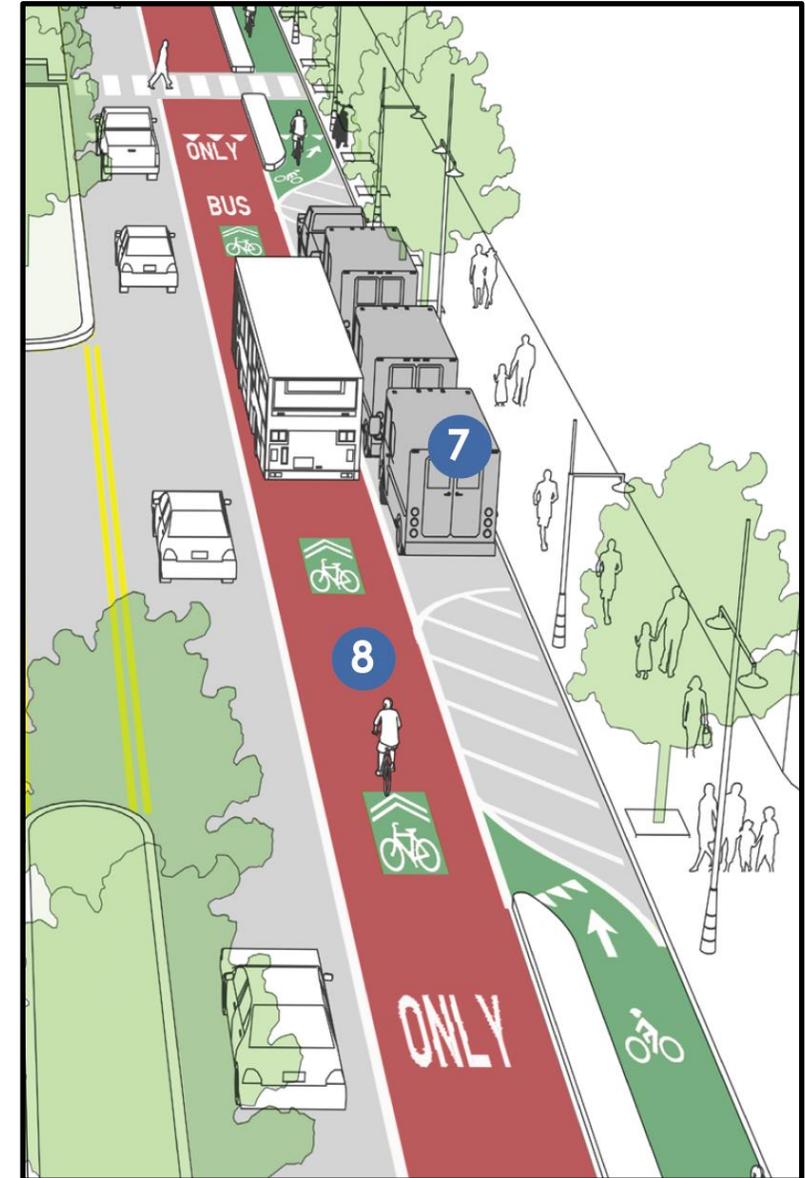
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# Criteria for designating loading zones on San Pablo

- Emeryville criteria: Mid-block, commercial parcel, no off-street lot, includes 2 block faces (12%) in Emeryville
  - 43rd-45th east side
  - Adeline to 40th east side
- All “C” (no solution) locations from outreach are on these blocks
- Final decisions on loading zones will be made during preliminary engineering in summer 2022, 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 Designs

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



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# Design Issues Summary

- 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

	<b>AM Peak Period</b>	<b>PM Peak Period</b>
<b>Travel Time Comparison, Build vs No Build (%)</b>		
72R	-10% to -20%	-15% to -20%
Auto	+3% to +5%	+5% to +10%
<b>Diversion Percentage (with one left turn pocket at 40<sup>th</sup> Street)</b>		
Albany/Berkeley	3%	3%
Oakland/Emeryville	15%-30%	20%-30%

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

Planning for dual left turn lane at 40<sup>th</sup> to reduce diversion

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# 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

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# Phase 2 Project Engagement

- One-on-one storefront engagement
- Community organization presentations and partnerships
- 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

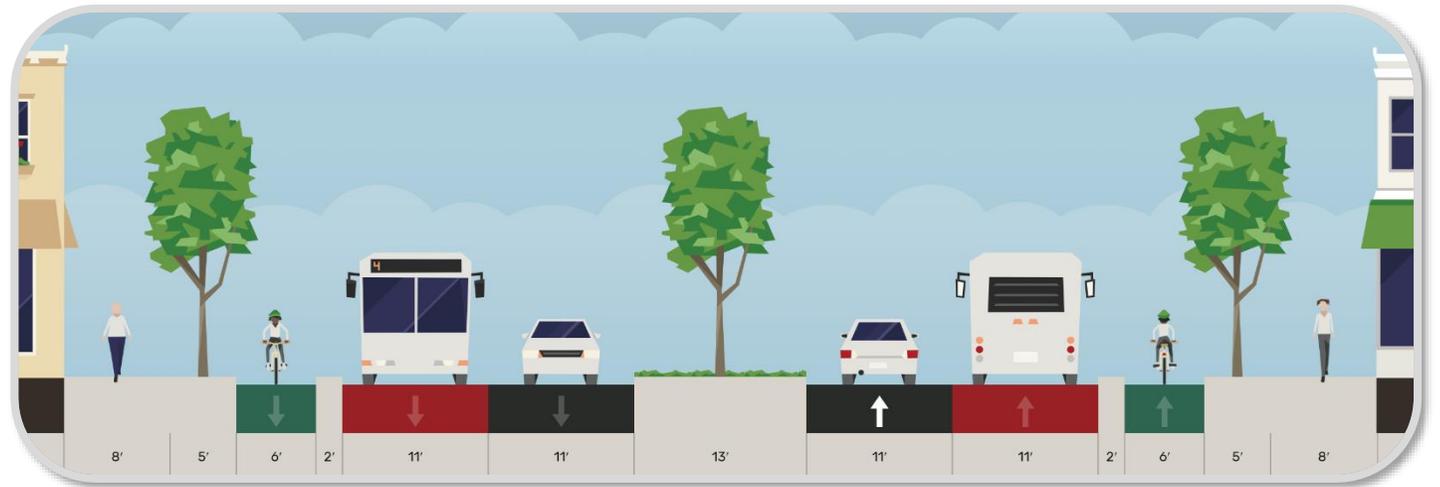
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# Next Steps: Project Roadmap

- **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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# Discussion