

# San Pablo Avenue Multimodal Corridor Project

WCCTC Board  
March 28, 2025



CONTRA COSTA  
transportation  
authority

# Corridor Study Purpose

Improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs and help support strong growth along the corridor while still maintaining local contexts.



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## 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

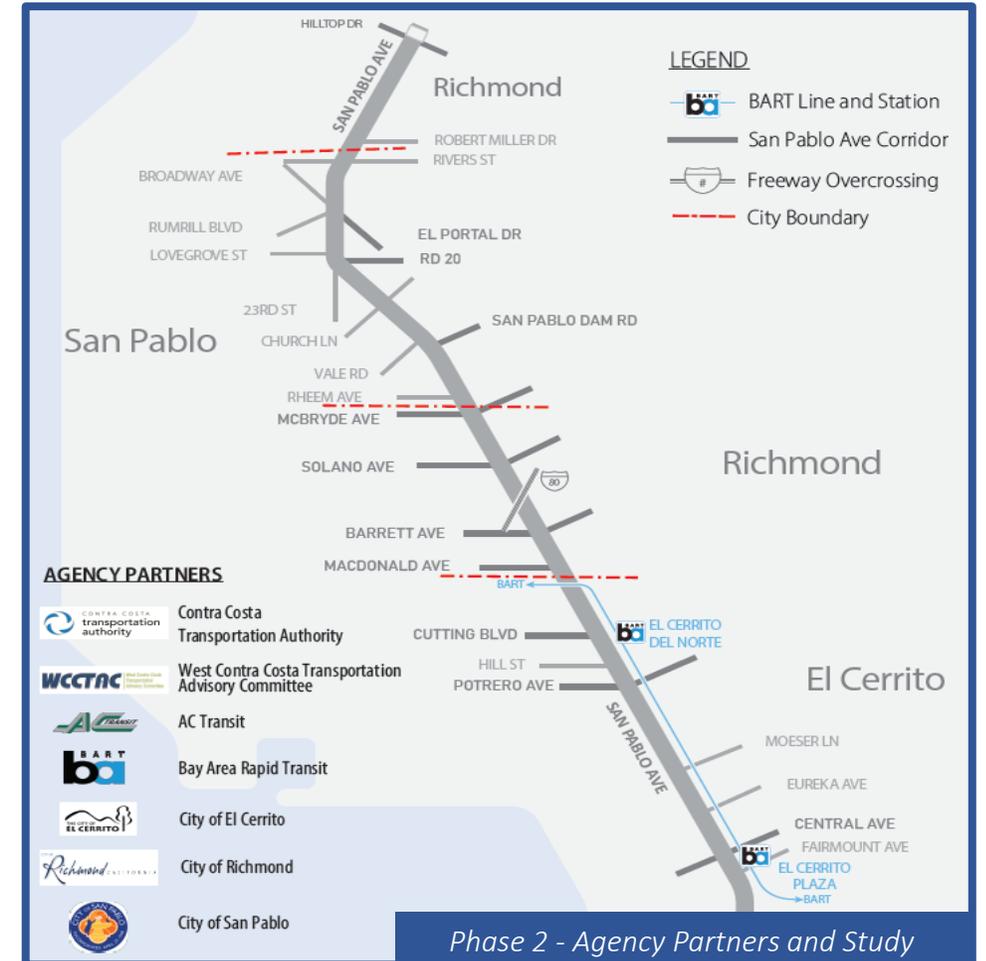
# Corridor Study Background

- Multimodal Corridor Study began in Fall 2017
  - Phase 1: Fall 2017-Fall 2020
  - Phase 2: Winter 2021- Winter 2023
- Effort led by Alameda CTC with financial support and involvement by WCCTC and CCTA
- Study Area - Downtown Oakland to Hilltop Mall
- Phase 1 work included:
  - Existing conditions analysis, concept development, travel demand modeling, and two rounds of public meetings and surveys



# Phase 2 Work – Contra Costa Focus

- What fits in the corridor where
- Effects on traffic if a lane is converted
- Where parking would need to be removed to provide a bike facility
- Benefits of a bus lane
- Potential near-term improvements to improve safety
- Reaction from each jurisdiction to potential solutions



# Key Takeaways



Without improvements, congestion will significantly increase (69% increase in delays), impacting mobility options



**Center-running** bus lanes provide 30%-45% transit travel time savings and would be approximately 10% faster than **side-running**



**Side-running** bus lanes avoid some of the implementation challenges of **center-running** and can be easily used by all bus routes in the corridor



**Center-running** bus lanes provide greatest opportunity for both parking and bike lanes throughout the corridor. **Side-running** allows for either/or in most segments



A low-stress bike facility cannot be provided but parallel route options are limited in the northern portion



On-street parking is currently plentiful and redundant, but new, more dense development will change the role of on-street parking



There is community support for improvements in the corridor, but no consensus thus far on the type of improvements

# Phase 2 Recommendations

- Element 1 – Priority Multimodal Safety Improvements at 40-45 Intersections
  - Improved Pedestrian Crossings
    - Signalization, New Beacons, New Crosswalks, Median Protection, Lighting, and High-Visibility Striping
  - Improved Bike Crossings Across San Pablo Ave
  - Accessibility Upgrades
  - Remove/Modify free right-turns
  - Bulb-outs into side-streets
  - Bus Bulbs at Rapid Stops
  - Bus Stop Relocation
  - Bus Stop Consolidation



# Phase 2 Recommendations

- Element 2 – Near-Term Bus Lanes Demonstration Project
  - Requires coordination with AC Transit on the potential corresponding operational changes and their support on the extents and elements of a BRT demonstration project
  - Need further engagement with local jurisdictions, community engagement, and design to determine accompanying roadway improvements
  - Bike facility is possible to include in project, with trade-off of parking loss. Local jurisdictions would need to provide direction on roadway priorities



# Phase 3 Proposal

- Extensive Outreach Effort in El Cerrito, Richmond and San Pablo for Safety and Transit Improvements (Phase 2 Recommendations)
  - Stakeholders (jurisdictions, transit providers, Caltrans)
  - San Pablo Avenue area businesses
  - Community members and advocacy groups
- Develop a Consistent Vision for the Corridor
- Economic Impact Analysis of Improvements in Corridor
- Technical Tasks Related to Transit Operations and Bicycle Facility



# Phase 3 Proposal

- Use RM3 “I-80 Corridor Transit Improvements” category funds to fund Phase 3
- \$1m RM3 request allocated in December
- Scope development by CCTA, WCCTC, AC Transit, Cities of El Cerrito, Richmond, San Pablo
- CCTA authorized release of RFP 25-01 to retain qualified consultant team
- Regular reports back to CCTA and WCCTC



# Phase 3 Proposed Scope of Work

Task 3. Develop Outreach Objectives

Task 4. Baseline Conditions and Technical Gaps Assessment

Task 5. Technical and Operations Analyses

Task 5.1. Multimodal Corridor Conceptual Designs

Task 6. Stakeholder Identification

Task 7. Economic Analysis of Proposed Multimodal Corridor Improvements

Task 8. Comprehensive Public Outreach

Task 8.1. Develop Outreach Strategy

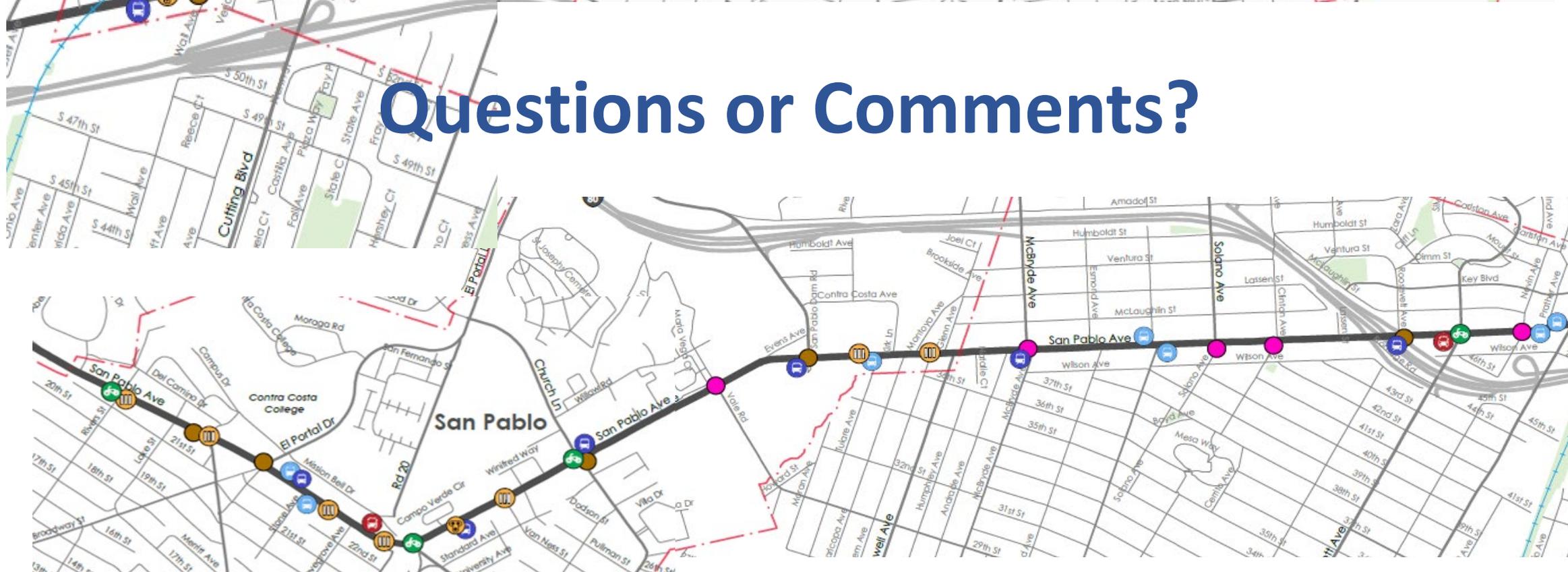
Task 8.2. Conduct Outreach and Stakeholder Engagement

Task 9. Draft and Final Outreach Report





Questions or Comments?



# EXTRA SLIDES





# How could a BRT be configured in this corridor?

## Center-Running Bus Lanes

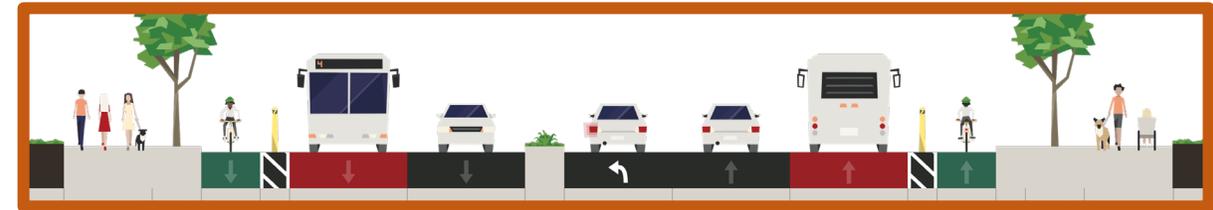
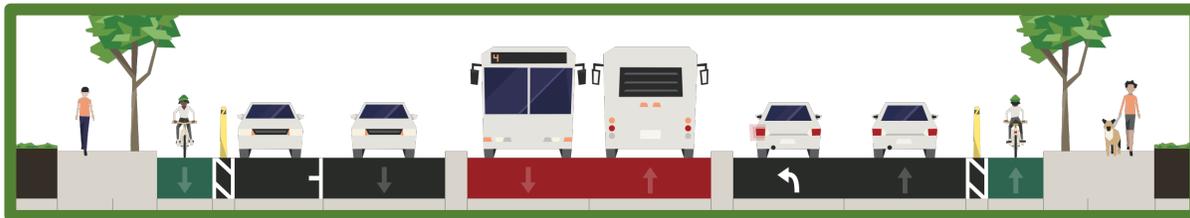


Image Source: SFMTA

## Side-Running Bus Lanes



Image Source: Kimley-Horn





## Can a low-stress bicycle facility be provided on San Pablo Avenue?

- Significant number of driveways and intersections will require crossing bicycle facility
- Right-turn lanes will be needed at major intersections
  - Will require bicycle facility to be shared with autos, buses, or narrow pedestrian facility
- Projected to remain at Level of Stress 4 for cyclists (high level of stress)
- Lower stress options may be available on parallel streets south of Rheem Avenue



Images Source: Google



# Priority Safety Improvements



## Legend

### Transit Improvements

- Bus Bulb Improvement at Rapid Stop
- Bus Stop Relocation
- Bus Stop Removal

### Pedestrian/Bicycle Improvements

- PHB/RRFB at Unsignalized Intersections
- Additional Crosswalks at Signalized Intersections
- Bike Crossings to Existing Facilities

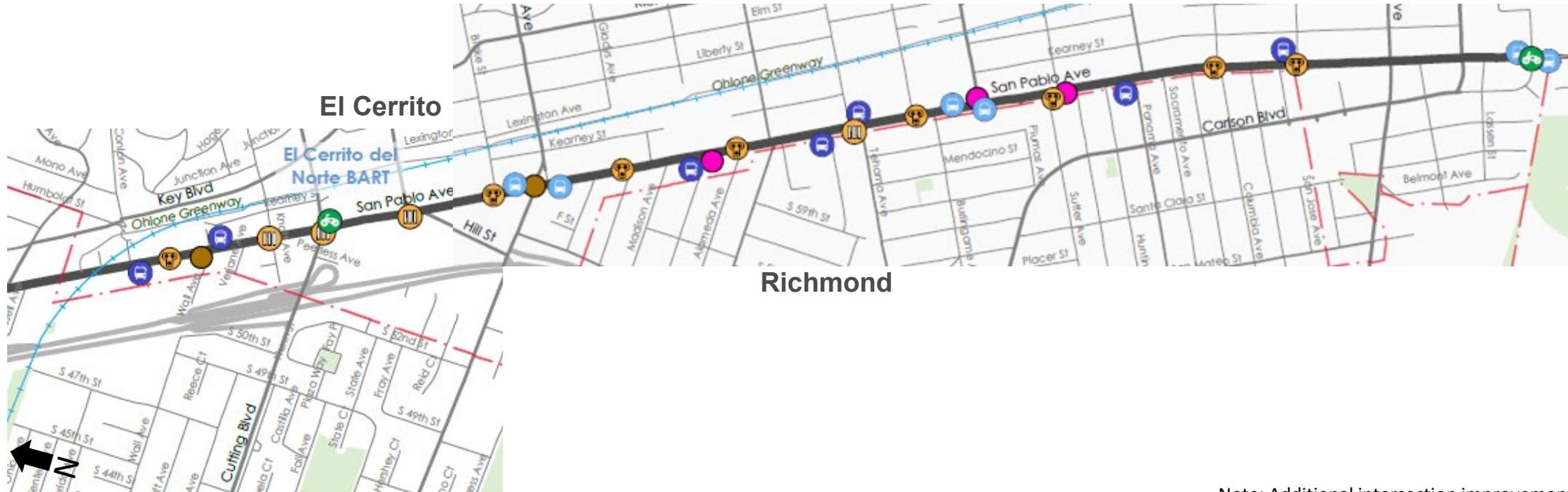
### Other Safety Improvements

- Pork Chop/Free-right Removal
- Side-street Bulbout

Note: Additional intersection improvements recommended but not shown would include high-visibility crosswalks, median crosswalk protection areas, advanced limit lines, ADA curb ramp upgrades, and directional curb ramps at locations throughout the study corridor. Bus stop changes shown are preliminary and subject to refinement through a corridor-wide analysis being advanced by AC Transit.



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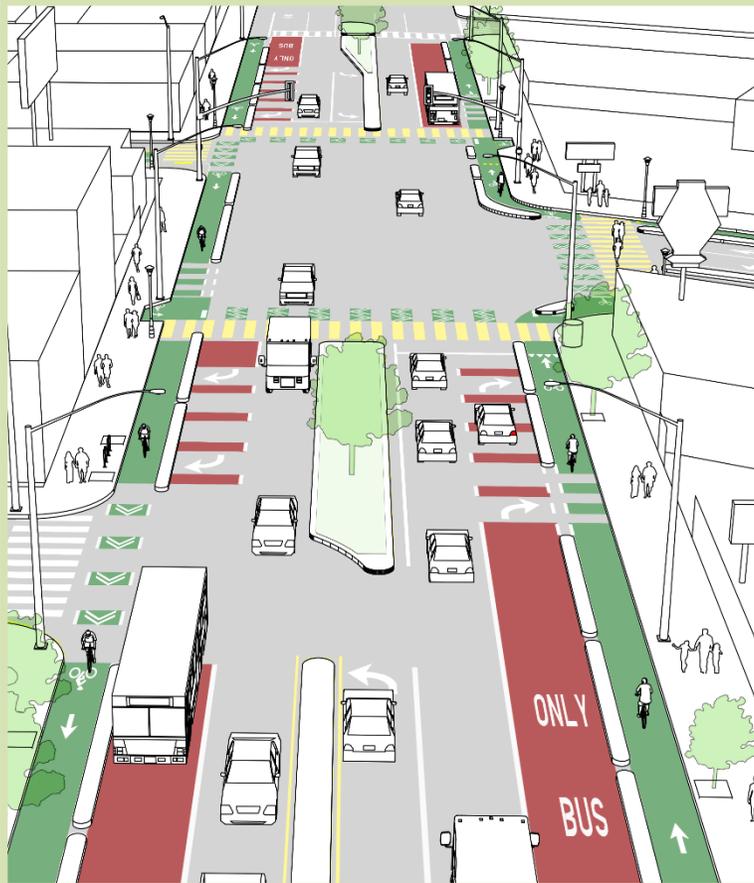
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# How does this relate to what's happening in Alameda County?

## Near-Term Design Concept



Three concurrent project efforts:

- #1 Safety Enhancements throughout Corridor
  - Focused on pedestrian safety and accessibility and bicycle crossings
  - Bus bulbs provide additional space at bus stops and to allow in-lane stopping for transit
- #2 Bus and Bike Lanes Project in Oakland, Emeryville, and South Berkeley
  - Convert auto lane to bus lane
  - Convert parking lane to protected bike lane
    - Parking and loading moved to side streets in most locations
  - Protected intersections and other bicycle treatments
  - Evaluation phase after project implementation
- #3 Bike improvements on parallel network in Berkeley, Albany, and North Oakland
  - While continuing long-term planning efforts in those cities <sup>18</sup>

# Alameda CTC Progress

- All projects previously funded through Final Design
- Construction Funding – Total of \$54M received in last few months
  - Project #1: Safety Enhancements (close to fully funded)
    - OBAG 3 - \$10M; ATP - \$9M; SS4A - \$10M
    - Currently working through PA/ED with Caltrans
  - Project #2: Bus/Bike
    - OBAG 3 - \$10M
    - Currently working through PID and PA/ED with Caltrans
  - Project #3: Parallel Bike (close to fully funded)
    - OBAG 3 - \$10M; SS4A - \$5M
    - Currently in preliminary engineering
- Outreach Activities
  - Major outreach for improvements took place in 2023 and 2024

## Safety Enhancements Project Map

